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TO THE

EXECUTIVE DOCUMENTS,

PRINTED BY ORDER OF

THE SENATE OF THE UNITED STATES,

FIRST AND SECOND SESSIONS, THIRTY-FOURTH CONGRESS,

1855-'56.

IN TWENTY VOLUMES.

Volume 1 contains No. 1 part 1.
Volume 2 contains No. 1 part 2.
Volume 3 contains No. 1 part 3.
Volume 4 contains No. 1 part 4, maps.
Volume 5 contains No. 2.
Volume 6 contains Nos. 3 to 19, inclusive.
Volume 7 contains No. 20 part 1.
Volume 8 contains No. 20 part 2.
Volume 9 contains No. 20 part 3.
Volume 10 contains Nos. 21 to 43 inclusive, except Nos. 22 and 23.
Volume 11 contains No. 23.
Volume 12 contains Nos. 44 to 65, inclusive.
Volume 13 contains Nos. 66 to 76, inclusive.
Volume 14 contains Nos. 77 to 98, inclusive, except No. 96.
Volume 15 contains Nos. 99 to 103, inclusive.
Volume 16[a] contains Nos. 104 to 109, and Commerce and Navigation Report, except Nos. 107 and 108.
Volume 17 contains No. 22, in quarto.
Volume 18 contains No. 96, in quarto.
Volume 19 contains No. 107, in quarto, in several parts.
Volume 20 contains No. 108, in quarto, following 107, in several parts also.

[a] Documents of the 2d session 34th Congress (Nos. 1 and 2) are added to, and included in volume 16.

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34TH CONGRESS, 1st Session. | SENATE. | Ex. Doc. No. 2.

REPORT

OF

THE SECRETARY OF THE TREASURY,

ON THE

STATE OF THE FINANCES,

FOR

THE YEAR ENDING JUNE 30, 1855.

WASHINGTON:
PRINTED BY BEVERLEY TUCKER.
1856.

REPORT

OF

THE SECRETARY OF THE TREASURY

ON

THE STATE OF THE FINANCES.

JANUARY 3, 1856.—Read, and ordered to be printed, and that 10,500 additional copies be printed, 500 of which to be for the use of the Treasury Department.

TREASURY DEPARTMENT, *December* 3, 1855.

SIR: In obedience to the act supplementary to the act entitled "An act to establish the Treasury Department," approved May 10, 1800, the following report is submitted:

The balance in the treasury on the 1st of July, 1854, was	$20,137,967 50

The actual receipts of the first quarter of the fiscal year ending the 30th of June, 1855, viz: the quarter ending September 30, 1854, were:

From customs	$18,639,798 45
From lands	2,731,654 12
Miscellaneous	149,850 28
	21,521,302 85

The estimated receipts for the other three quarters were:

From customs	$36,000,000 00
From lands	6,000,000 00
Miscellaneous	500,000 00
	42,500,000 00

This, together with the actual receipts for the first quarter and the balance in the treasury on the 1st of July, 1854, made the aggregate sum estimated of $84,159,270 35 for the service of the fiscal year ending the 30th June, 1855.

The actual expenditure for the first quarter of said year was $16,169,330 62, as follows, to wit:

Civil, miscellaneous, and foreign intercourse	$6,241,749 31
Interior	2,175,737 13
War	3,367,039 92
Navy Department	2,508,791 09
Redemption of public debt and premium	1,876,013 17

The estimated expenditures for the remaining three quarters of the year were as follow:

Civil list, foreign intercourse, and miscellaneous	$15,066,931 13
Deficiency in the Post Office Department	2,719,464 00
Interior	3,133,655 25
War	13,628,350 90
Navy	11,258,095 71
Interest on the public debt	2,370,093 60
	48,176,590 59

Making the actual expenses for the first quarter and the estimated expenses for the other three quarters $64,345,921 21; and leaving an estimated balance in the treasury on the 1st of July, 1855, of $19,762,046 29.

The actual receipts into the treasury for the fiscal year ending 30th June, 1855, were, for the

1st quarter.—From customs		$18,639,798 45
	From lands	2,731,654 12
	Miscellaneous	149,850 28
		21,521,302 85
2d quarter.—From customs		$10,317,364 41
	From lands	3,873,939 80
	Miscellaneous	87,558 12
		14,278,862 33
3d quarter.—From customs		$12,646,068 04
	From lands	1,763,644 41
	Miscellaneous	157,210 19
		14,566,922 64
4th quarter.—From customs		$11,422,563 31
	From lands	3,127,810 74
	Miscellaneous	86,468 68
		14,636,842 73
Making		$65,003,930 55
Balance in the treasury, 1st July, 1854		20,137,967 50
Total sum for the service of the fiscal year ending July 1, 1855		85,141,898 05

The receipts from customs were	$53,025,794 21
The receipts from lands were	11,497,049 07
Miscellaneous	481,087 27
	65,003,930 55

The actual expenditures of said year were:

1st quarter	$16,169,330 62
2d quarter	17,477,814 74
3d quarter	15,572,349 65
4th quarter	16,990,427 03
	66,209,922 04

The expenditures were as follow:

Civil, miscellaneous, and foreign intercourse	$24,183,487 43
Interior	4,126,739 00
War	14,773,826 36
Navy	13,281,341 01
Redemption of public debt, interest and premium	9,844,528 24
	66,209,922 04

Balance in the treasury 1st July, 1855, (as appears in detail, per statement No. 1)	$18,931,976 01

It will be seen, by reference to statement No. 1, that the sum of $9,844,528 24 was expended during the year in payment of interest, premiums, and redemption of the public debt, making the expenditures upon other objects $56,365,393 80.

In my last report, the estimated receipts for the fiscal year ending the 30th of June, 1856, were as follow:

From customs	$56,000,000 00
From lands	6,000,000 00
Miscellaneous	500,000 00
	62,500,000 00
Add estimated balance in the treasury, July 1, 1855	19,762,046 29
Total estimates for the service of the fiscal year 1856	82,262,046 29

The estimated expenditures for the same were as follow:

Balance of former appropriations to be expended this year	$11,212,905 20
Permanent and indefinite appropriations to be expended	7,934,411 70

Appropriations asked for		$41,722,516 47
		60,869,833 37

Leaving an estimated balance in the treasury on the 1st of July, 1856, of $21,392,212 92.

The actual receipts into the treasury for the 1st quarter of said year, viz: the quarter ending 30th of September, 1855, have been as follow:

From customs		$17,085,238 28
From lands		2,355,725 87
Miscellaneous		333,495 98
		19,774,460 13

The estimated receipts for the remaining three quarters are now set down as follow:

From customs		$42,000,000 00
From lands		5,644,274 13
Miscellaneous		500,000 00
		48,144,274 13
Making the actual receipts for the first quarter, and the estimated receipts for the remaining three quarters		$67,918,734 26
Add balance in the treasury, 1st of July, 1855		18,931,976 01
Making the estimated aggregate sum of for the service of said year.		86,850,710 27

The actual expenditures for the first quarter of said year--that is, the quarter ending the 30th of September, 1855—have been as follow:

Civil, foreign intercourse, and miscellaneous		$5,117,860 25
Interior, pensions, and Indians		1,799,642 19
War		5,142,111 38
Navy		4,282,292 57
Redemption of public debt, interest and premium		252,209 71
		16,594,116 10

For the actual receipts and expenditures of first quarter of the fiscal year ending 30th September, 1855, see statement No. 2.

The estimated expenditures for the remaining three quarters, are as follow:

Civil, miscellaneous, and foreign intercourse		$18,651,974 85
Deficiency in Post Office Department		2,669,368 00
Interior Department, (pensions and Indians)		3,532,033 92
War Department		8,773,523 31
Navy Department		$10,956,030 73

Interest on public debt	$2,299,800	00
Redemption of public debt	7,750,000	00
	54,632,730	81
Making the actual and estimated expenditures	71,226,846	91

and leaving an estimated balance in the treasury on the 1st of July, 1856, of $15,623,863 36.

The estimated receipts into the treasury for the fiscal year ending the 30th of June, 1857, are as follow:

From customs	$64,000,000	00
From lands	7,000,000	00
Miscellaneous	500,000	00
	71,500,000	00
To which add the estimated balance in the treasury on the 1st of July, 1856	15,623,863	36
Making the estimated sum for the fiscal year ending June 30, 1857	87,123,863	36

The estimated expenditures for said year are as follow:

Balance of former appropriations to be expended this year	$16,696,689	99
Permanent and indefinite appropriations to be expended this year	7,639,910	14
Appropriations asked for	45,114,765	45
	69,451,365	58
Less $12,000,000, which it is estimated will not be expended	12,000,000	00
	57,451,365	58
Leaving an estimated balance in the treasury on the 1st of July, 1857, of	$29,672,497	78

The public debt on the 4th of March, 1853, amounted to the sum of $69,129,937 27, which, under the authority of the appropriation act of the 3d March, 1853, has been reduced, up to and including the 17th of November, 1855, to $39,969,731 05, as per statement No. 3, accompanying this report. The sums expended in payment of principal, premium, and interest, in making this reduction, amounted to $30,100,512 62.

In addition to the public debt, as above stated, there is due, under treaties with various Indian tribes, payable upon time, the sum of $19,253,522 13, as per statement No. 4, accompanying this report. Besides which, the United States hold stocks in trust for various Indian tribes, to the amount of $3,822,700 57, and $726,184 85 invested for the Smithsonian Institution, as per statement No. 5. The

United States hold the principal of the Smithsonian fund, amounting to $515,169, under the act of 18th August, 1846, and is bound to pay the interest annually, for which the stocks, stated in the table, are held as an indemnity. In addition, there was in the treasury on the 1st of July, 1855, the sum of $683,373 66, balances of various trust funds, as per statement No. 6.

The estimated receipts for the fiscal year ending 30th of June, 1855, based upon the actual receipts of the first quarter, together with the actual balance in the treasury on the 1st of July, 1854, were $84,159,270 35, and the actual receipts were $85,337,898 05, and in excess of the estimated receipts $1,178,627 70, and the estimated expenditures for the same year were $64,345,921 21, and the actual expenditures were $66,209,922 04; making an excess of expenditures, over the estimate, of $1,864,000 83; but nothing was estimated for premiums, and payment of the public debt, for the last three quarters of the year, nor was anything estimated for appropriations by private acts of Congress.

The actual receipts for said year were $1,614,004 24 from customs less than estimated, and $2,765,394 95 more from lands than estimated, and $168,763 01 less than estimated from miscellaneous sources. The causes which it was then apprehended would affect the receipts from customs for the remaining three quarters of the fiscal year had a more stringent operation than was calculated, whilst the proceeds of the sales of the public lands exceeded the estimate.

The actual receipts into the treasury, from customs, for the first quarter of the fiscal year, to end the 30th of June, 1856, have been $17,085,238 28, and $1,554,560 17 less than the actual receipts of the corresponding quarter of the preceding year, arising from the same causes that affected the receipts from customs for the three quarters of the preceding year; and the receipts from public lands have been diminished by the use of land warrants under the bounty-land bill of the last session of Congress.

It will be seen that the receipts from customs for the remaining three quarters of the fiscal year 1856, have been advanced from the estimated receipts submitted in my last report. This has been done because the abundant agricultural productions in all sections of our country will justify larger exportations, and because of the demand for provisions in Europe, caused by the war and limited crops; but with the expectation of less demand for cotton, and diminished prices, and also the return of American stocks under continued stringency in the money markets of Europe, growing out of the demand of money for the war, and for breadstuffs, and the withdrawal of money from circulation, under an apprehended scarcity, and its effects upon the money market in the United States. The advance may not be realized, but it is believed the estimate is a fair one; and, at all events, the receipts from customs and lands will meet the estimated expenditures as far as they will be called for, and allow a considerable sum for the redemption of the public debt, should the holders be willing to part with it.

The table exhibiting the amount of gold, silver, and bank-notes in circulation at different periods, gives the amount of gold and silver

in circulation for the fiscal year 1855, at over $250,000,000, and the bank notes in circulation at $187,000,000; making a total circulation of $437,000,000, and showing that the bank note circulation was reduced from that of the preceding year about $17,000,000, but which we may consider it has more than recovered. The table of coinage for the same year exhibits gold and silver bullion, received at the mint and branches, to the amount of $70,017,007 82, and the table of exports exhibits the export of gold and bullion to the amount of $56,247,343; showing an excess of receipts over the exports, of $13,769,664 82. The table of exports for the same fiscal year, in addition to the export of gold, exhibits $30,427,187 of manufactures exported, and $26,158,368 of foreign goods exported, exclusive of specie, and $162,323,948 of all other articles; making the whole exports $275,156,846, against $261,468,520 imported, showing the excess of exports $13,688,326 over the imports. There is no return or estimate of the gold imported by emigrants, and no return or estimate for the freights of our vessels that have contributed to our imports.

The table of tonnage for the same year exhibits our tonnage at 5,212,001 $\frac{4}{95}$ tons, an excess over that of the preceding year of 410,000 tons; but it is proper to remark, that the tonnage measurement of American vessels, under the present act of Congress, makes the measured tonnage less than the actual tonnage, whilst the unreported lost vessels may more than counterbalance the difference.

The table upon the currency justifies the belief that there is not less than 250 millions of gold and silver in the country, whilst there is no reason to doubt the continued yield of the mines of California, and that the demand for our exports will enable us to exchange as largely for the productions of other countries as in former years, without parting with our gold and silver in larger quantities than we produce it.

The demand for our agricultural products for export, and the consequent good prices, will, to some extent, stimulate our importing merchants to bring in foreign goods, because of our increased ability to purchase them abroad and consume them at home.

It is believed the check to importations and consumption from short crops last year will, to some extent, continue through this year, and, with other causes, prevent extravagant importations on American account, because the war demand and short crops in Europe will lessen European consumption of manufactured goods, and the makers will seek the American market for their surplus; consequently a large supply of foreign goods on foreign account may be expected in the market, interfering with the profits of the American importer. Moreover, if the war shall continue, considerable stringency in the money market of Europe may be apprehended, deranging more or less the money market in the United States, according to the intensity there. This apprehended money crisis in Europe will operate to repress importations of European goods on American account, and new enterprises at home, whilst the continued tide of emigration to the States and new Territories of the West will induce large investments in the public domain, thereby absorbing the land warrants, and creating a considerable demand for money.

The aspect presents a prosperous year for the United States and its revenue, yet calls for prudence and caution in expenditures.

Herewith is submitted statement No. 7, (taken from the most reliable authorities, with years and amounts blank where no such authority could be found) of the gold and silver coin and bank notes in circulation in the United States, from 1790 to 1855, showing the increase of banks, bank capital, and bank note circulation, and containing explanatory remarks upon the subject. Also, statement No. 8, exhibiting the coinage at the United States mint and branches, since their establishment, to the 30th June, 1855. Also statement No. 9, of the receipts of gold and silver at the mint and branches, from the 30th June, 1854, to 30th June, 1855, and imports and exports of the precious metals for the same time. Also statement No. 10, exhibiting our annual imports and exports from the 31st of December, 1789, to the 30th of June, 1855. Also statement No. 11, exhibiting the tonnage of the United States from the 31st of December, 1789, to the 30th of June, 1855. Also statement No. 12, exhibiting the receipts into the United States treasury, from customs, lands, loans and otherwise, from the 4th day of March, 1789, to the 30th of June, 1855. Also statement No. 13, exhibiting the prices of flour in the cities of Boston, New York, Philadelphia, Baltimore, New Orleans, and St. Louis, from the most reliable sources, for the years stated in the table. Also statements from No. 14 to 18, inclusive, exhibiting the population of the several States and Territories, with certain statistical information, taken from the censuses of 1790, 1800, 1810, 1820, 1830, 1840, and 1850. Also table No. 19, recapitulating the previous statements, and giving the population of the United States, according to said census returns. Also statement No. 20, exhibiting the population of each State and Territory, according to the census of 1840, and the amount of the agricultural and manufacturing productions of each, as taken from the census returns of that year, to which is added a column exhibiting the amount said productions would give to each person in the several States and Territories, and another column exhibiting the amount of duty-paying imports for that year, and another column showing what each person in the several States and Territories would consume of such imports if the people of each consumed them in proportion to the agricultural and manufacturing productions of each. Also statement No. 21, making the same exhibits from the census returns of 1850. Also statement No. 22, exhibiting the value of United States manufactures exported from the 30th of June, 1845, to the 30th of June, 1855. Also statement No. 23, exhibiting the value of foreign merchandise annually imported, re-exported and consumed, from 1821 to the 30th of June, 1855. Also statement No. 24, exhibiting the total value of imports, and imports consumed in the United States, exclusive of specie, during each fiscal year from 1821 to 1855; showing also the value of foreign and domestic exports, exclusive of specie, and the tonnage employed during the same periods. Also statement No. 25, exhibiting a summary view of the exportation of domestic produce from the 30th of June, 1847, to 30th of June, 1855. Also statement No. 26, exhibiting the value of certain articles, viz: wool-

ens, cottons, hempen goods, iron and manufactures of iron, sugar, hemp unmanufactured, salt and coal, from the 30th of June, 1844, to the 30th of June, 1855, (after deducting the re-exportations,) with the amount of duty which accrued on each during the same periods respectively. Also statement No. 27, exhibiting the value of foreign merchandise, and domestic produce, exported annually from 1821 to 30th of June, 1855. Also statement No. 28, exhibiting the quantity of wines, spirits, &c., imported annually from 1843 to the 30th of June, 1855. Also statement No. 29, exhibiting the value of imports annually from 1821 to the 30th of June, 1855. Also statement No. 30, exhibiting the value of dutiable merchandise re-exported annually from 1821 to the 30th of June, 1855, and showing, also, the value re-exported from warehouse, under the act of August 6, 1846. Also statement No. 31, exhibiting the aggregate value of breadstuffs and provisions exported annually from 1821 to the 30th of June, 1855. Also statement No. 32, exhibiting the quantity and value of cotton exported annually from 1821 to the 30th of June, 1855, and the average price per pound. Also statement No. 33, exhibiting the quantity and value of tobacco and rice exported annually from 1821 to the 30th of June, 1855. Also statement No. 34, exhibiting the value of iron, and manufactures of iron and iron and steel, steel, wool and manufactures of wool, manufactures of cotton, silk and manufactures of silk, flax, linen and linen fabrics, hemp and manufactures of hemp, manilla, sun and other hemps of India, and silk and worsted goods, imported from and exported to foreign countries, from 1840 to 1855; also showing the export of like articles, the production of the United States. Also statement No. 35, exhibiting the value of iron, manufactures of iron and iron and steel, steel, sugar, wines, and all fabrics of which wool, cotton, silk, flax, or hemp is a component part, imported annually from 1847 to 30th June, 1855, with the duties which accrued thereon, in each year respectively. Also statement No. 36, exhibiting the amount refunded up to 1st November, 1855, under the act dated the second day of March, 1855, for carrying into effect the reciprocity treaty; and also the amount of bonds cancelled, as required by said act. Also statement No. 52, exhibiting the custom-houses purchased, those constructed and in course of construction under appropriations, with the number of hospitals constructed, in the course of construction, and appropriated for. Also statement No. 54, of the number of light-houses constructed, with the names of the several keepers. Also the explanations of Messrs. Morgan and Shannon of the tables upon the several censuses, &c., submitted by them.

The foregoing statements prove the past and present condition of our currency, our tonnage, our imports and exports, with the increasing receipts into our national treasury from customs, and our progress in population and industrial pursuits; also, that we have derived from the customs the principal fund to pay our annual expenditures, and from which we have discharged the debt of our war of Independence and the war of 1812, and are now discharging the debt created during the Mexican war. They furnish a reliable guarantee that we shall be able to draw from the same source, in future years of peace, more than an economical administration of the government will

require, and authorize a reduction of duties to the amount of some ten or more millions of dollars; so arranged, that, by its own operation, it will be gradual and continuous on some articles of present importation, and perhaps, in time, produce the necessity of drawing the revenue required for our annual expenditures from other sources.

In carrying into effect the tariff of 1846, considerable difficulties have been encountered under the eight schedules of that act, imposing different rates of duties on the merchandise embraced in each. These difficulties, instead of diminishing, as the adjustment of the questions arising at the treasury, and in the courts, takes place, seem to increase, owing to the ingenuity of foreign manufacturers and merchants, in mingling materials, and modifying fabrics, and giving them new names, until it is not possible to have uniform action in levying duties at different ports, or correct classifications at the same port. Tariffs or tax laws should be so plain and explicit in the terms used, as to make it impossible for right-minded officials to misapprehend what it is lawful to collect, and the importer what the law requires to be paid.

In remodelling the tariff act of 1846, I think it would be proper to retain schedule A of that act, and constitute another schedule to include iron, manufactures of iron, steel, manufactures of steel, sugar, wines, and all fabrics of which silk, wool, cotton, flax, or hemp is a component part, whether manufactured in whole or in part, and to impose a duty on the same of twenty-five or thirty per cent., except flannels and cloths costing less than two dollars per yard, and blankets, and to reconstruct the free list, so as to include all the raw material used in our manufactures, as proposed in my last report; and to impose on all articles not in the above schedules, or in the free list, a duty of not less than fifteen, nor more than twenty per cent. Under a tariff act so constructed, there would be little or no difficulty in carrying it into execution in the same way in all the ports, and in properly classing the articles under the schedules in the same port, nor in the collecting officers understanding exactly what duty was to be levied upon each article, nor the importer the amount required to be paid; and it would certainly take less time at the port of entry, and require fewer officials to execute the law. The rate of duty under the proposed schedule, and of all other articles except schedule A and the free list, could be so fixed as to make the necessary reduction, and leave the annual revenue to increase or diminish, as the imports of duty-paying merchandise should increase or diminish.

In recommending, for the third time, the remodelling the schedules of the tariff act of 1846, and the reduction of the revenue from customs, I have felt constrained, by a conviction of its propriety, again to recommend, as one of the modes of reducing the revenue, that the raw material used in our manufactures should be admitted free of duty.

Under laws of great wisdom and forecast, all manufacturing countries, except the United States, now admit the raw material used in their productions free of duty, thereby giving constant and profitable employment to capital and labor, and enabling their factories to furnish a cheaper article, and better command both the home and foreign

market, with beneficial employment to their tonnage in making the exchanges.

The United States, under the federal constitution, enjoy perfect freedom of trade with each other, in all their agricultural, manufactured, mineral and other productions. As to the raw material produced in the United States, and used in the factories of other countries, those countries, under their laws, obtain the raw material free, whilst we deny to the raw material produced in those countries, and used in our factories, the same freedom; thus failing to allow the same constant and profitable employment of our capital and labor, and the same beneficial occupation of the home and foreign market with cheap articles, of our own manufacture, and the same beneficial employment of our tonnage in making the exchanges.

The proposed reduction of the revenue, by the admission of the raw material used in our manufactures free of duty, has the sanction of Congress in the admission of guano, garden seeds, and animals for breed, free of duty, being raw material for the use of agriculturists; also copper ore, felt adhesive, junk old, oakum, plaster of paris unground, platina unmanufactured, sheathing copper and sheathing metal, and in the return duty allowed on the exportation of refined sugars, which gives the raw material used by sugar refiners free of duty, to the extent the manufactured article is exported. The principle is recognised that taxes should only be levied for the purpose of revenue, and I think it clear, inasmuch as the duty is not needed, that the principle would not be violated by authorizing the admission of the raw material used in our manufactures, as proposed, free of duty. It is suggested, in contravention of the legislation of other manufacturing countries, and as an indirect reduction of taxes on the consumer of the home manufactured article, and may well be considered a step in advance towards free trade.

The tables extracted from the census of 1840, and that of 1850, exhibiting the amount of our manufactures for those years, and the table of the import of foreign manufactured goods for the same years, and the table of the export of the manufactures of the United States, offer ample evidence that we are already a great manufacturing, as well as commercial and agricultural people, enjoying a profitable home market for many of our productions, and a fair competition in foreign markets for some of them.

The census of 1840 was taken soon after the commercial revulsion of 1837; which involved the fortunes of our merchants, our manufacturers and agriculturists, and indeed all classes, to such an extent, that the tables, combined with the returns of our imports, do not give either the agricultural, manufacturing or commercial business of that year, the favorable aspect they are justly entitled to; but the census returns of 1850, taken during a period of increasing prosperity for all branches of our industry, exhibit fairly our progress and the condition of all pursuits at that time, and prove our continued increase in population, in agricultural, manufacturing and commercial expansion.

An examination of the agricultural and manufactured articles, taken and returned under the census of 1840 and 1850, will satisfy any one that there are many articles of domestic production and man-

ufacture not taken and returned, and which greatly increased the capacity of the producers to consume, and enlarged their fund of exchangeable articles. It will be seen that there is no account of the labor employed in improving and clearing lands, in building canals and railroads, houses, manufactories, steamships, and other vessels, nor of the labor in transportation, on the ocean, the rivers, lakes, canals, railroads, &c.; nor of the labor employed in our coal mines; all of which may be estimated at half the value of that engaged in our agricultural and manufacturing productions.

In examining our tables of exports and imports, we find that in most years our imports exceed our exports; and that fact affords to some, the argument that our foreign trade is ruinous to the country. The commerce of nations is based on the exchange of the commodities of one for those of another, whether the exchange is made by barter or upon sales for money and purchases for money. The exchange may not be between the same two nations, but the general result of equivalents on the trade of each with all. The exports exchanged for the imports, and the difference the fair profit and loss on the whole. It may be, and often is, that in time of war, or years of short crops, one nation will import more than she exports, that is, purchases more than she sells, for one or more years, and that the profits of one year go to pay the losses of a previous or previous years; but no country can afford to pursue an impoverishing trade for a long series of years. That the United States have not, is manifest, because, notwithstanding this excess of our imports over our exports, we have constantly increased in population, in productions of agriculture, manufactures, and in all other pursuits; and added largely, year after year, to the fixed capital of the country. If we consider our imports, as taken in exchange for our exports, the State producing the export is entitled to credit for the import, although the export may have been made by citizens of other States, or by foreigners, who paid money for the article exported. Neither the census of 1840, nor that of 1850, nor any other data known to the department, furnish evidence of the exchange of the productions of each State with the other States, nor of the amount of foreign goods consumed by the people of each State. It will be seen that the agricultural and manufacturing productions of all the States and Territories, according to the census of 1840, amounted to $1,006,133,599, and that the importation of foreign goods did not exceed one-twentieth of the amount, whilst the agricultural and manufacturing productions, according to the census of 1850, amounted to $2,012,520,539, and the importations of goods not re-exported to only $148,051,575; and if we estimate the succeeding five years since the census of 1850 to have added fifty per cent. to our agricultural and manufacturing productions, we have $3,018,780,808 of such productions, $1,583,393,898 being articles of manufacture, whilst our importation of foreign goods, after deducting the exportations for the fiscal year ending 30th June, 1855, only amounted to $233,020,227. This large amount of our agricultural and manufactured productions is consumed in the several States and Territories, except what we export, and for which we take in exchange an equivalent of foreign productions and manufactures, also consumed in the

country. These are all considered annual productions, annually consumed, but are not all strictly so, there remaining always a stock on hand for the consumption of the coming year, which is more or less, according to the home and foreign demand; also some machinery and other articles, that last more than a year.

If the free list shall be adopted, establishing free trade in the raw material, our manufacturers using this raw material, and thus placed in equal competition with the manufacturers of other countries, will gradually and more and more possess themselves of the home market, exclude the foreign article, and reduce the revenue. Let it be considered that we manufacture all our furniture, all our carriages, wagons, steam-engines, machinery for our factories and machine-shops, most of our leather and shoes, boots, hats, door-butts and bolts of all descriptions, bells, balances, buckles, brads, wood-saws, horse-cards, castors, curtain-pins, curtain-bands, metal cocks, jack-screws, curry-combs, coal-hods, candlesticks, gas-fittings and burners, coffee-mills, cauldrons, heavy edge-tools, hay and manure forks, gimlets, hat and coat wardrobe-hooks, harrows of all kinds, hoes, hollow-ware, planes, ploughs, sad-irons, tailors' irons, door-knobs, furniture knobs, brass kettles, locks of all kinds, iron latches, lines, lanterns, lamps, levels, lead, cut nails, clout nails, pins, pumps, punches, pokers, sand-paper, rulers, iron and copper rivets, ropes, rakes, oil-stones, wrought iron spikes, wood-saws, door-springs, window-springs, steelyards, scales of all descriptions, steel and brass scales, trowels of all descriptions, spoons of all descriptions, thermometers, tacks, vices of all descriptions, axes, wrenches of all descriptions, iron, brass, and copper wire, with a long list of other articles, to the exclusion of the like articles from other countries, and then take the six articles proposed to be embraced in the new or additional schedule with a duty of 25 or 30 per cent., and observe the amount of revenue heretofore derived from these articles, and that expected under the proposed revision of duties, and examine the American manufacture and production of these articles, according to the census of 1840 and that of 1850, compared with the imports of those years, but more particularly take the first article of iron named in the list, and see that the American production and manufacture for that year was $60,485,655, and the foreign import of iron and manufactures of iron for the same year was $16,333,145, and consider this fact in connexion with our increasing population, and the fact that each State and Territory, with perhaps one exception, has more iron imbedded in her hills and valleys than would meet the most extended use of the article by her citizens for centuries to come, and the conclusion is inevitable, that the production and manufacture of iron in the United States, within a very short period of years, will exclude the foreign production and manufacture. Then examine the second article of cotton, in connexion with the fact, that already the American manufacturer is in possession of the home market, and competing successfully for the foreign market, as to all the coarser fabrics, and beginning successfully the manufacture of the finer fabrics; then take the third article of wool, and give the same consideration to the home production in connexion with the foreign import, and the proposed free entry of the raw material, and so proceed with the other

articles of the schedule; and there will hardly remain a doubt of the gradual reduction of the revenue on the importations of all those articles, and also on many of the articles in the general schedule; and if the government shall continue to draw its revenues from customs, other articles of taxation must be resorted to. In order to obtain valuable data as to the extent that American manufactures possessed the home market in whole or in part, to the exclusion of foreign manufactures, amongst others, letters were addressed to the Hon. C. T. James and the Hon. Philip Allen, of Rhode Island. Mr. James furnished most of the foregoing enumerated articles, and Mr. Allen the statement and letters marked No. 57, and has allowed me to annex them as part of my report. They are highly interesting, and tend to establish the conclusions at which I have arrived. Most, if not all, of the articles proposed to be included in the new schedule, and particularly iron and manufactures of iron, and cotton and woolen fabrics, are used to about the same extent, according to the circumstances of the people, in all the States and Territories, and the tariff, or tax, falls as equally and fairly upon all sections, as it is possible to raise revenue from customs. The statement No. 35 shows what the annual revenue upon these articles has been for the last eight years, and that the average of the last five years has been $35,960,313 25, whilst the average of the annual revenue from all other articles, except in schedule A, for the same time, has only been $15,762,258 45. This shows that the necessary revenue could not be raised by a tariff upon imports, without taxing those articles; and it is believed the proposed tax of 25 or 30 per cent. upon them would be levied more fairly and equally upon all sections, than if one rate of duty was levied upon all importations without discrimination. An examination of the non-enumerated articles proposed to be taxed from 15 to 20 per cent. would render it obvious that there is a propriety in not attempting to levy the same duty upon them as upon the articles proposed for the new schedule, because they are not all of as general use, some being used in one section and some in another, although some may be used in all.

It may be assumed that all duties, to a certain extent, raise the price of the imported article to the consumer; and where similar articles are produced or manufactured in the country imposing the duty to the extent to which the tax raises the price of the home article, it is protective, although revenue and not protection is the object of the law. Therefore, a tariff should be levied upon articles not produced in the country imposing the tax, unless for some counteracting reason. It may be, and no doubt is often the case, that the consumer does not pay the whole tax—as when the foreign producer, rather than lose the market, submits to a diminished price; and it is often the case that a reduction of duty does not diminish the price to the consumer—as when the supply is not more than sufficient for the markets of the world, or when an export duty is imposed, equivalent, or nearly so, to the reduction; and a duty imposed upon the foreign article is often affected by the state of the currency, particularly when it is a mixed one of gold and silver and bank notes.

If Congress had the control of the currency of the United States, that is to say, could prohibit the substitution of bank notes for gold and silver

in payment of debts and commercial transactions, the imposition of duties by Congress would have the effect to leave the home market to the home article to the extent to which the tax prohibited the import of the foreign article, or raised its price.

An examination of the several tariffs enacted in this county, in connexion with the increase of banks, banking capital, and bank-note circulation, will afford evidence that the increased duty has, almost in every instance, to some extent been counteracted, within a short time, by the increased circulation of bank notes.

The United States, with its mixed currency of gold, silver, and bank notes, has been a good market for the sale of foreign productions and manufactures; and, in the general, a bad market for the sale of our own—the foreign article taking the gold and silver, the better part of our currency, with the increased price given by our bank-note circulation, and raising our productions to such a price as not to allow of their exportation, unless in times of great foreign demand.

In connexion with a modification of the tariff, in my first and second reports, a repeal of the fishing bounties was recommended, for the reasons stated in the first report. A more perfect knowledge of the operation of the act satisfies me that many foreign seamen enjoy its benefit, and that it is otherwise fruitful of frauds on the treasury, and fails to operate as a nursery for American seamen. The repeal of the act is again recommended to the consideration of Congress.

The reports of the First, Second, Third, Fourth, Fifth, and Sixth Auditors of the Treasury, the First and Second Comptrollers, the Commissioner of Customs, who acts as Comptroller of the revenue collected from customs, the Treasurer, Solicitor, and Register of the Treasury, accompanying this report, and marked from 37 to 48 inclusive, give a satisfactory statement of the condition and operation of their respective offices since the date of my last report. In my first report it was stated, that on the 1st of April, 1853, there was $132,521,154 50 outstanding balance on the books of the treasury, and that up to the date of that report the amount had been reduced to $102,021,549 59; and my second report stated the same, up to its date, had been re-reduced to $27,583,148 62. Since my last named report this balance has been still further reduced to the sum of $24,739,133 41, which includes all outstanding on the books of the treasury from the organization of the government to the present time. Of this sum $9,304,706 39 is under judgment, and $2,910,306 83 in suit not reduced to judgment, leaving the sum of $12,523,520 19 in the course of adjustment and collection, so far as the same is collectable, by the action of the Auditors and Comptrollers, respectively, in charge.

The department has made, and is making, efforts to enforce the collection of these outstanding balances, and for that purpose has restored the former practice of having the collections attended to by the Auditor and Comptroller whose duty it is to settle the accounts in which these balances arise, not considering the establishment of the Fifth Auditor as agent of the treasury for the collection of these balances, followed by the substitution of the Solicitor for the agent, as exonerating the Auditors and Comptrollers from the duty of seeing

that the suits are duly prosecuted, collections made, and the accounts closed on their books. The Solicitor of the Treasury is held to be an official aid in the prosecution and defence of suits, under the direction of the executive department in which the litigation arises. A letter from the department to the President, and his order, No. 49, upon the subject, accompany this report, and place the business of the Solicitor's office, in connexion with the several executive departments, in the proper light for the consideration of Congress.

The system of accounting at the treasury of the United States is that of accounting in an action of account in a suit at law, or a suit in equity, by reference to an accountant or master in chancery, with or without instruction, as the parties and court deem necessary, for a full exhibit of the facts. The accountant or master states the account, for and against the parties, plaintiff and defendant, and makes report in writing of the items allowed and disallowed, with reference to the evidence and the law applicable to the same. The parties appear before the accountant or master, in person or by attorney, and furnish the evidence relied upon, and also references to the law. The practice is, to file the account and report in court, and give a day to the parties to except, which is done in writing, and afterwards the case is heard by the court, and the exceptions sustained or overruled, and judgment or decree regularly entered. The same course is pursued where no exceptions are filed. The court has power to recommit the case to the same or another accountant or master for a re-statement of the account, upon such principle as is thought essential for justice between the parties. Before judgment or decree, these accounts and reports are examined and considered by the court, from which an appeal or writ of error is generally allowed to a tribunal composed of other judges, whose office is to adjudge cases that have had the action of inferior tribunals. The points ruled in these cases, at law and in equity, are preserved in printed reports, and are important in establishing the construction of statutes and contracts, and the principles of the common law, the principles of equity, rules of evidence and practice for the guide and in restraint of courts in analogous cases.

The accountants in the treasury make their stated accounts upon the evidence produced by the claimant or person required to account, who acts in person or by attorney. The accountant, under the authority of the Auditor, acts for the United States, in the ascertainment of all counter demands or set-offs which the United States have against the party, and takes the necessary proof to establish the same, and to countervail the proof of the claimant or accounting party.

The first question for the decision of the accountant when a claim or account is presented, is, whether, under the acts of Congress establishing the auditorship to which he is attached, the case presented is under its jurisdiction, in whole or in part. The second, as to the sufficiency of the account returned under the law and regulations, the legality of the items claimed, and the sufficiency of the proof offered. The third is, what demands or set-offs the United States have against the claimant or person accounting, and the proof to sustain the same.

In the progress of his work, the accountant counsels with the chief of his division or with the Auditor.

When the account is stated, it should be accompanied by a written report, succinctly stating the items charged against the claimant or party accounting, and the credits allowed, referring to the law and regulations that govern them, and the proof that sustains the same. It should also exhibit the items disallowed, and state the reasons why disallowed; and then it should be examined by the head of the division and have the endorsement of his approval, and then be examined and adjudged by the Auditor, and, if approved, should be signed by him.

The Auditor has the right to recommit the account to the same or another accountant, with such directions as to the items of the account on the debit and credit side, and the law and evidence, as he deems requisite to the justice of the case.

The reference of the case to the accountant is the act of the Auditor, just as the references in cases at law and in equity are the acts of the courts. They are considered as made under the general rules in force in the office, but in some cases are referred with specific instructions. In all cases of extraneous proof—that is, proof not in some of the accounting offices of the treasury—the Auditor should be consulted, and authorize the proof, before it is taken.

When the Auditor has finally acted upon the account, and affixed his signature to the same, the account, with all the original evidence, documents, arguments and references, is passed to the Comptroller, who, by law, is vested with authority to re-examine and re-judge the same, in all particulars, not only upon the case as presented or made before the Auditor, but as the party, claimant, or person accounting may make it before him, or as he sees proper to cause it to be made for the interest of the United States. The Comptroller, therefore, examines and adjudges the account, not solely upon the account and report made by the Auditor, and the evidence before him, but as the evidence presents the case at the time he decides it.

The practice in the Comptroller's office is, to refer the accounts and reports, &c., as received from the Auditor's office, to an accountant in the former for re-examination and report, and this reference is made under the general rules of the office, or with such special instructions as the Comptroller may choose to give. If the Comptroller's accountant finds the account and report of the Auditor correct in all particulars, he so reports to the Comptroller; and if he, on examination, approves, he does it by endorsement under his hand. The account is then closed, and forms the basis of a warrant upon the treasury, if the balance be against the United States, or a call for payment, if the balance be against the claimant or person accounting.

In cases where the account of the Auditor is not approved, and in cases where additional evidence is taken, the accountant of the Comptroller should restate the account, and make a succinct written report of the same character of the one the accountant of the Auditor should make, and the Comptroller, if he approves the account, as re-stated by his accountant, should attach his signature to the same. The account thus re-stated forms the basis of a warrant, or call for

payment, in the same way as if the Comptroller had approved the account as stated by the Auditor.

The Auditor is entitled to an independent judgment, and should exercise it in all cases; and the Comptroller is entitled to a like independent judgment, and should also exercise it; but the decision of the Comptroller, like that of all appellate tribunals, prevails over that of the Auditor. In cases where they differ, the Comptroller should have the account re-stated, in accordance with his judgment, as upon appeal, and upon the new state of facts as presented before him.

The practice grown up of late years, of the Auditor's changing his account so as to conform to the opinion of the Comptroller, is in violation of the principles of accounting established by Congress, and should be abandoned, and the practice made to conform to the intention of Congress, and the principles of accounting as established and originally practised.

The decisions in the Auditors' and Comptrollers' offices are not preserved in printed reports, as a guide, and in restraint of themselves and their successors, in analogous cases, but exist in tradition, or a sort of treasury common-law in the memory of experts in the several offices. It is true, that some of the Comptrollers have kept a record of their decisions in cases of difficulty, and these have served as precedents in like cases, and cases involving like principles. The decisions of the Auditors and Comptrollers, and particularly those of the Comptrollers, if they existed in printed reports, would give more uniformity to the action of the treasury. The Auditors and their accountants, and the Comptrollers and their accountants, are left to these unreported decisions, the traditions of the treasury law, and their own sense of what is right in the particular case. It is, therefore, not surprising, that uniform action has not been had in the accounting offices of the treasury; and that the departures from uniformity have been greater than those which usually take place in the decisions of courts of law and equity. Moreover, in the extension of the business of accounting, the examination of the accounts stated in the first instance, by the Auditor, and then by the Comptroller, on appeal, has, in many cases, been omitted, the Auditor and Comptroller signing their names on the faith of the account stated by their respective accountants; thus opening the door, and increasing the chances of departure from correct principles in the action of the departments. In practice, the written report accompanying the account stated, and proving the ability of the accountant, has been abandoned, but has been recently restored in accounts stated for suit, under the authority of letter No. 59, which accompanies this report. It would certainly be desirable to have each stated account accompanied by a succint written report, referring to the law and the evidence, under which the debits and credits have been allowed and disallowed, and each stated account and report examined and adjudged, first by the Auditor, and then by the Comptroller; and the principles of accounting at the treasury, as established by law, fully and fairly carried out. The accounts stated of moneys paid into the treasury now amount to over $70,000,000 annually; and of the moneys paid out and expended, to

about the same sum; all of which is passed upon, in the first instance, in the offices of the six Auditrs of the Treasury, and afterwards, as upon appeal, by either the First or Second Comptrollers, or by the Commissioner of Customs. To constitute a good Auditor and a good Comptroller, requires legal ability of a high order, a special knowledge of our fiscal and disbursement laws and regulations, coupled with unabating industry, unbending integrity, and promptitude of decision; and scarcely less can be required of the accountants in their offices. The Auditors and Comptrollers, and the accountants under them, constitute the safe-guard of the National Treasury, and have to withstand the whole army of claimants, and their interested clamor. It is submitted, with their increased business, and the change in the value of money, that the Auditors and Comptrollers do not receive an adequate compensation for the high qualifications they ought to possess, and the onerous duties they have to discharge. In my former report, the attention of Congress was called to the fact that the duties of the Auditors, under existing laws, were not properly divided; and inconveniences existed in the present distribution of duties, and particularly in the army accounts, part of which were settled in the Second Auditor's office, and part in the Third, to the certain delay in the adjustment of accounts. This could be remedied by giving the Secretary of the Treasury authority, with the sanction of the President, to make the proper division and arrangement of business amongst the several Auditors and Comptrollers, and report it to Congress.

The system of accounting at the treasury is easy of comprehension, and as well calculated to prevent frauds, correct errors, and secure a proper execution of the laws, as any that could be devised, and might be extended to all the operations of the government, without inconvenience, and to the greater security of the national treasury and national domain. There would seem to be no just reason why the fixed salaries of all the officers of government should be passed upon by an Auditor, and then by a Comptroller, before a warrant can be issued for payment; and that the Commissioner of Pensions and the Commissioner of Public Lands should have the right to pass upon the evidence, and grant pensions out of the treasury, and bounty land warrants for so much of the public domain, without subjecting their action upon the evidence and the law to the examination and revision of a Comptroller. It may be that this want of revision has been the cause of many of the frauds practised in obtaining pensions and bounty lands. It is believed that the action of two departments should be required, as in the treasury, in all cases where the national treasury or public domain is to be reached or to be affected, and that no accounts, however created, should escape the usual and customary examination and re-examination.

The Independent Treasury act still continues eminently successful in all its operations. The transfers for disbursement during the fiscal year, to the amount of $39,407,674 03, have been made at a cost of $19,762 35, whilst the premium on the sale of treasury drafts has amounted to $30,431 87. The receipts and expenditures during the fiscal year, amounting to $131,413,859 59, have all been

in the constitutional currency of gold and silver, without any perceptible effects upon the currency or on the healthy business operations of the country. The vaults of the office of the Treasurer of the United States at Washington, constructed with the appropriation made by the last Congress, may now be said to be both fire and thief proof, and a safe depository of the public money, and that intrusted to the disbursing agents of the government, who are so situated as to avail themselves of the advantage of making their deposites with the Treasurer; and the office of the Assistant Treasurers, and other public depositories, are as represented in the report (No. 50) of Wm. M. Gouge, who visited them during the past year under the authority of the department; and although some of them have not all the guards against fire and thieves which such depositories should have, yet there has been no loss, and with care and diligence there may be none for years to come; but, to avoid the possibility of a loss in those depositories, the department has estimated for fire and thief proof vaults, and guards at those places where they do not exist, and in the cutstom-houses now being constructed. It is hoped Congress will see the propriety of making the necessary appropriations, and have the depositories of the public money of the United States as secure as such vaults and depositories should be. Public convenience will, from time to time, require that the number of public depositories be increased, and so located as to give the advantage thereof to all sections of the country, and Congress, when necessary, should make provision for all proper safeguards for the public money. The table No. 51, which accompanies this report, exhibits the deposite accounts of the various public officers and disbursing agents who have availed themselves of the right of making deposite of the money intrusted to them for disbursement, with the Treasurer, Assistant Treasurers, and public depositaries of the United States, during the past year. The money thus deposited is, for all practical purposes, in the treasury of the United States, for on the resignation, death, or removal of any of these officers or agents, the amount is no longer subject to his draft, or that of a representative, but by warrant is placed again in the treasury, and is applicable for the purpose for which it was appropriated.

The notes of banks chartered by the States continue to circulate in some sections of the country, to the exclusion of gold and silver, except in government transactions; and more particularly where the banks circulate notes under the denomination of five dollars. These small notes are mostly circulated by banks of doubtful solvency, at a distance from the place of redemption. They constitute a depreciated currency, which no one is willing to hold, and this leads to hasty expenditures, in order that the loss may fall on others. The evils of a depreciated currency are attested by the experience of all countries where such a currency has been tried, and in none more certainly than in the States of the Confederation. The legislatures of the several States and the Congress of the Confederation, all issued bills of credit during the revolutionary war, and all felt and acknowledged the evil and the ruinous consequences. The constitution of the United States was framed by the men who had felt all the evils thereof; and when provisions were inserted in that instrument, that no State should emit

bills of credit, nor make anything but gold and silver a tender in payment of debts, and the coining of money was given to the general government, they believed they had provided for a hard money currency, and against the evils of a depreciated one; but these provisions were nullified when the courts held that the States had power to charter banks, with authority to issue and circulate notes as money. It is now too late for the courts to retrace their steps, and give a broader construction to the prohibitions of the federal constitution, whilst it is hopeless to expect the States will refrain from granting bank charters, with authority to issue these small notes; or that the States will concur in enlarging the constitutional prohibition in respect to bills of credit, so as to prohibit this power to banks. The same local and individual interest that induce the granting of bank charters with this privilege, would induce the legislatures of the States to refuse to Congress the power of prohibiting the use and circulation of bank notes. The thirteen hundred banks now in existence under State charters, and the circulation of over $200,000,000 of bank notes, as money, in constant competition with the constitutional currency, attest the magnitude of the evil, and justify the worst apprehensions for the future. The gradual increase of banks, banking capital, and bank-note circulation, calls for repressive action under appropriate State legislation. When these thirteen hundred banks shall be increased to some two, three, four, or five thousand, it may be feared their aggregated power will not be easily overcome, until a suspension of specie payments and universal bankruptcy shall call for a suppression of the evil, and a restoration of the constitutional currency. If the States shall continue the charter and multiplication of banks, with authority to issue and circulate notes as money, and fail to apply any adequate remedy to the increasing evil, and also fail to invest Congress with the necessary power to prohibit the same, Congress may be justified, in the exercise of the power to levy an excise upon them, and thus render the authority to issue and circulate them valueless.

The accounts of collectors of the customs continue to be rendered at the close of each month, and those on the Atlantic settled within the succeeding month, and those on the Pacific coast within about six weeks, with rare exceptions. Their disbursement and emolument accounts are rendered quarterly, and it is intended to have them settled within the succeeding quarter. The benefits resulting from the prompt rendition and settlement of the accounts manifest themselves more and more from the test of experience; accounting is better understood; the accounts in better form; the vouchers more correctly taken, with fewer improper items, give less trouble, and take less time in their adjustment. It is believed the disbursement and emolument accounts could be rendered monthly with advantage to the business of the ports and the finances of the country, and monthly accounts might be advantageously required in all branches of the public service. All officers and disbursing agents are required to keep a book of accounts, and record in it all money and property received, and all money and property disbursed, and take proper vouchers for the same, and disbursing officers of the army to render monthly statements of their expenditures. The monthly account would be a

transcript of this book, showing the amount received, the amount disbursed, with the balance on hand for the succeeding month, and could be as easily rendered at the end of the month as at the end of the quarter, and as readily transmitted with the vouchers by mail, or otherwise, to the proper department; and, if the vouchers were taken in duplicate, and one set accompany the account and the other retained with the account book, there could be no difficulty in supplying a lost account or voucher. Monthly accounts would be better for the disbursing officer or agent, as he would be compelled at the close of the month to close his cash and property account for the business of the succeeding month, and procure his vouchers when the disbursements were made; and should he make any improper disbursements, the proper department would be able at once to apply the correction before the error was extended. The disbursing officers would necessarily become better acquainted with the business confided to them, and in all respects better discharge the duties, whilst the adjustments would take less of the time of the accounting officers. The greatest difficulty encountered is with the accounts of disbursing officers and agents who have failed to render their accounts regularly as required by law and regulations, and to accompany the accounts with proper vouchers; and the greatest loss to the treasury is in the insolvency of such disbursing officers and agents. The arrearages of nearly $25,000,000 in the accounts in the offices of the six Auditors attest this. Authority should be given to require and enforce monthly accounts and settlements. It will take less labor and require less time to settle monthly than to settle quarterly accounts, give greater safety, and secure more economy in the disbursements.

It will be seen, by reference to the circulars of the department, that efforts have been made, and are being made, to have the accounts at all the custom-houses kept upon the same uniform principles, and the same forms and routine for the entry of goods at all the ports, with the like advantage of warehousing, exportation, and transportation. The collectors, in practice, rendered no account of the goods in warehouse until they were entered for consumption and the duties paid, when the receipts appeared in the monthly account of duties received. They have been required to render accounts of goods in warehouse at the close of each month. The statement No. 58, rendered of goods in warehouse at the Atlantic and internal ports on the 1st of July, 1855, exhibits goods in warehouse to the amount of $21,549,427, on which there were duties unpaid, to the amount of $6,881,826; also the merchandise entered for consumption, for warehouse transportation and exportation during that month, with the duties on the same; the second part of said statement gives the like information for the month of August. The department will, in due time, have the data to exhibit the monthly operations during the fiscal year.

The revenue laws consist of various acts of Congress, enacted during a period of near seventy years, with conflicting and inconsistent provisions, sometimes with and sometimes without repealing clauses. There have been judicial constructions of some of these acts, and constructions by the department, in form of circulars, of most of

them, and these circulars conflict. The collectors are to be guided in the discharge of their duties by these acts of Congress and these circulars, and find from them a systematic rule of action for all the cases arising under them. Under a resolution of the Senate, the department caused a revision of these revenue laws to be prepared and laid before the last Congress; it was printed by their order, but only the chapter relating to passenger ships was passed upon by Congress. Had Congress corrected and passed the other chapters, it was intended to have revised the circulars issued by the department, and made them consistent with the act of revision. Had this been done, the revenue laws would have been better understood by the officers of the customs and by the importers, with advantage to the system and the revenue. This revision is recommended to the favorable consideration of Congress, with the hope they will see the propriety of considering the subject, and passing the act, with such amendments and additions as, in their wisdom, may be deemed proper.

The report No. 52, of Captain A. H. Bowman, engineer in charge of the construction and repair of buildings, under authority of the Treasury Department, gives in detail all necessary information to place before Congress—the progress made since my last report, and the condition of the several works up to the 30th September, 1855. The effort is being made to have all the work done with the best materials, and in the best manner the appropriations will allow, and as near fire and thief proof as possible, with provision for warming and ventilation. Iron beams and girders, with brick arches for the floors, iron sash-frames and window-blinds for the windows, with galvanized iron roofs, constitute part of the plans for these buildings. The success that has attended the use of iron in the construction of fire-proof buildings, has induced its more extended application to building purposes, and might justify Congress in recognising iron as one of the materials to be used for the exterior of hospitals, custom-houses, &c., when suitably located. The report is accompanied with a list of the custom-houses purchased and those built, and those appropriated for by Congress; also, a similar list of the marine hospitals; and there are estimates for constructing the custom-houses at New Orleans and Charleston, under construction, by the days' work.

The report of William M. Gouge, who, under the authority of the department, visited the several marine hospitals during the past summer, gives much valuable information upon the subject; and table No. 53, made out from the hospital returns, exhibits the number of sick sailors who have received the benefit of the hospital fund, and the pro rata expense at each. It seems to be unquestionable that hospitals have been, and are to be constructed, under appropriations now made, at places where such sailors could have been as well and more economically provided for under contracts with local hospitals and individuals, as now done at the cities of New York, Philadelphia, and some other places.

The collectors at the several ports where there are hospitals under the directions of the department, superintend the hospitals, and their supply, and the care that is taken of the sick; and, where the United States have no hospitals, make contracts with local hospitals or

with individuals, and superintend them in the same way they superintend the marine hospitals of the United States. The contracts with local hospitals and individuals are to furnish everything necessary for the care, comfort, support, and medical treatment of the sick at so much per capita. It is recommended to the consideration of Congress, whether the contract system might not be advantageously extended to many places where the United States have hospitals, allowing the contractor the use of the hospital, with the right to the United States to terminate the contract at will, on the report of the collector of the port, or some other visitor appointed by the Secretary of the Treasury. If Congress should deem expedient an extension of the contract system, as recommended, there should be a law providing for it. The table showing the expenses of the sick at the several hospitals, will point out the places where the contracts ought to be made.

The Coast Survey continues to progress favorably under the management of the Superintendent in charge, and the appropriations appear to be carefully and economically applied. The work is again recommended to the continued favorable consideration of Congress, in order that the fullest and most reliable information of our extensive coasts and numerous harbors may be obtained at the earliest practicable period. The report of the Superintendent in charge, when made to this department, will, as customary, be transmitted to Congress.

The report No. 54, with the accompanying documents, will give the operations of the Light-house Board since the last report, with the present condition of the work in their charge, and affords satisfactory evidence of the attention and ability given to the service confided to it. The report and documents are more voluminous than could be desired, but the magnitude of the service, and its great interest to the commercial world, has prevented its abridgment. It is again recommended to the continued favorable consideration of Congress, on account of the facilities afforded to commerce and navigation.

The report of the supervising inspectors of steamboats, under the act of the 30th of August, 1852, and a letter of Wm. M. Gouge, the agent of the department charged with collecting information upon the subject, and attending the meetings of the board, marked No. 55, accompany this report. The attention of Congress is again called to the operation of the act, as stated in the reports, and in the report of the supervisors for the last year, and the letter of Mr. Gouge which accompanied it. There can be no question but that the operations of the act have been beneficial, and might be made more so, by a more energetic and uniform enforcement of its provisions, and by extending the same to the Pacific coast. The law requires some modifications, amendments and additions, as recommended to the last Congress, and should be placed under the direction and control of one of the executive departments; without which, the necessary and proper direction and control cannot be had.

Which is respectfully submitted.

JAMES GUTHRIE,
Secretary of the Treasury.

The PRESIDENT *pro tem. of the Senate.*

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No. 1.

Statement of duties, revenues, and public expenditures, during the fiscal year ending June 30, 1855, agreeably to warrants issued, exclusive of trust funds and treasury notes funded.

The receipts into the treasury during the fiscal year ending June 30, 1855, were as follows:

From customs, viz:		
During the quarter ending September 30, 1854	$18,639,798 45	
During the quarter ending December 31, 1854	10,317,364 41	
During the quarter ending March 31, 1855	12,646,068 04	
During the quarter ending June 30, 1855	11,422,563 31	
		$53,025,794 21
From sales of public lands, viz:		
During the quarter ending September 30, 1854	2,731,654 12	
During the quarter ending December 31, 1854	3,873,939 80	
During the quarter ending March 31, 1855	1,763,644 41	
During the quarter ending June 30, 1855	3,127,810 74	
		11,497,049 07
From miscellaneous and incidental sources	681,087 27	
Less amount before reported	200,000 00	
		481,087 27
Total receipts		65,003,930 55
Balance in treasury July 1, 1854		20,137,967 50
Total means		85,141,898 05

The expenditures for the fiscal year ending June 30, 1855, exclusive of trust funds and treasury notes funded, were as follows:

CIVIL.

Legislative, including books	$2,207,880 40	
Executive	1,890,572 97	
Judiciary	1,033,797 37	
Governments in the Territories of the United States	234,329 30	
Surveyors and their clerks, &c	167,163 92	
Officers of the mint and branches, and assay office in New York	115,225 00	
Assistant treasurers and their clerks, &c	35,527 41	
Total civil		$5,684,496 37

FOREIGN INTERCOURSE.

Salaries, outfits, and return allowances of ministers and chargés des affaires	$176,311 94
Minister resident to Turkey	6,000 00
Dragoman to Turkey	2,500 00
Salaries of secretaries of legation	13,544 76
Commissioner to reside in China	7,000 00
Interpreter and secretary to mission to China	2,500 00
Commissioner to the Sandwich Islands	5,000 00
Clerk to legation at London	800 00
Compensation for certain diplomatic services	62,055 54
Consul at London	2,000 00
Clerk-hire, office rent, &c., of consul at London	2,800 00
Consul general at Alexandria	5,000 00
Consul at Beyrout	2,000 00
Consuls at five ports in China	1,584 24
Office-rent of Consul at Basle	70 86

Office-rent of commercial agent at St. Martin's	$263 33	
Contingent expenses of all the missions abroad	40,143 65	
Contingent expenses of foreign intercourse	74,869 50	
Intercourse with the Barbary powers	9,000 00	
Interpreters, guards, and other expenses of consulates in the Turkish dominions	1,099 46	
Relief and protection of American seamen	137,256 47	
Relief of sundry consuls for expenses incurred in protecting American citizens, &c	22,790 62	
To reimburse E Riddle amount expended by him at Industrial Exhibition, London	13,000 00	
Purchase of blank books, stationery, &c., for consuls of the United States	10,000 00	
Purchase of 500 copies of Wheaton's Elements of International Law, for ministers	2,500 00	
To defray expenses in complying with the resolution of the House of Representatives of December 14, 1853, calling for a statement of the privileges and restrictions of forein intercourse with the United States, &c.	5,000 00	
Awards under article 15th of treaty between the United States and Mexico, of February 2, 1848	55,337 49	
Instalment and interest under article 12th of treaty with Mexico, due May 30, 1850	2,307 10	
To enable the President to conclude a treaty of peace with Mexico	1,000 00	
Contingent expenses of the late board of commissioners under treaty with Mexico	40 00	
Compensation of commissioner and agent of convention for adjustment of claims between the United States and Great Britain	24,000 00	
To carry into effect convention on the subject of claims between the United States and her Britannic Majesty.	275,035 42	
Expenses in acknowledging the services of masters and crews of foreign vessels in rescuing American citizens, &c. from shipwreck	1,000 00	
Payment in relation to certain French seamen killed or wounded at Toulon, and their families	500 00	
Total foreign intercourse		$964 310 37

MISCELLANEOUS.

Mint establishment	559,709 63	
Compensation of one-half per centum to each designated depositary	3,839 93	
Contingent expenses under act for collecting the public revenue	37,877 63	
Compensation to special agents to examine books, &c., in the several depositaries	7,101 10	
Expenses incident to loans and treasury notes	3,075 00	
Survey of the coast of the United States	205,995 11	
Survey of the western coast of the United States	130,000 00	
Survey of the Florida reefs and keys	30,000 00	
Fuel and quarters of officers of the army serving on the coast survey	10,000 00	
Publishing observations made in the progress of the survey of the coast of the United States	20,000 00	
Results and accounts of the exploring expedition	9,000 00	
Establishing an assay office in New York	87 283 39	
Purchase of lots or parcels of land belonging to the Bank of Commerce and State of New York	531,758 47	
Payment for horses and other property lost, &c. in the military service of the United States	5,427 20	
Claims not otherwise provided for	3,654 82	
Expenses of the Smithsonian Institution, per act August 10, 1846	30,910 21	

Payment on account of Cherokee Indians remaining in North Carolina	$2,849 84
Colossal statute of Washington	5,000 00
Historical paintings for the rotundo of the Capitol	4,000 00
To purchase copy-right of new method of ascertaining a ship's position at sea	10,000 00
Purchase of building corner of F and Seventeenth streets.	200,000 00
Salaries of nine supervising and fifty local inspectors, with travelling expenses, &c	79,152 71
Expenses incurred by provisional government of Oregon in defending the people of the Territory from the Cayuse Indians	47,120 28
Expenses of removing to the States whence they fled, fugitives from service or labor	7,537 30
For mail service performed for the several departments of government, per section 12, act March 3, 1847	200,000 00
For further compensation to the Post Office Department for mail services performed for the two houses of Congress, per act March 3, 1851	500,000 00
To supply any deficiency in the revenues of the Post Office Department for the year ending June 30, 1855	2,344,464 00
For a tri-monthly mail, by steam-vessels, between New Orleans and Vera Cruz	34,350 00
Erection of public buildings in the Territories	68,191 57
Expenses of collecting revenue from customs	2,801,797 82
Repayments to importers of excess of deposites for unascertained duties	979,688 45
Debentures or drawbacks, bounties or allowances	540,812 08
Refunding duties on foreign merchandise imported, per act August 8, 1846	51,911 27
Debentures and other charges	20,419 01
Refunding duties paid into the treasury from military contributions in Mexico	5,553 80
Refunding duties paid by colleges, &c., per act August 12, 1848	227 78
Refunding duties under the act to extend the warehousing system	137,558 49
Proceeds of sale of goods, wares, &c., per act April 2, 1844	642 79
Salaries of special examiners of drugs and medicines	5,583 38
Additional compensation to collectors, naval officers, &c.	18,778 38
Four additional revenue cutters	4,900 00
Fuel and quarters for officers of the army serving on light-house duty	5,926 47
Refunding duties on fish and other articles, under reciprocity treaty with Great Britain	432,775 88
Support and maintenance of light-houses, &c	1,002,124 50
Building light-houses, &c	843,686 74
Marine hospital establishment	345,987 46
Building marine hospitals	124,807 62
Building custom-houses	1,836,240 92
Life-boats and other means of rendering assistance to wrecked mariners and others on the coast of the United States	26,992 10
Purchase of metallic surf-boats to rescue lives and property	8,981 25
Continuing the system of protecting human life from shipwreck on the coast of Massachusetts and New Jersey, by life-boats and other means	25,994 00
To procure the necessary machinery and to test practically the plan for distinguishing lights by occultation, &c., in Oregon	4,957 00
Making permanent the signals placed by the Coast Survey along the Florida coast	10 000 00
Expenses of collecting revenue from sales of public lands.	400,502 94
Surveys of the public lands	447,357 81
Continuing the survey of the islands on coast of California.	30,000 00

Continuing the survey of the Keys on the Florida coast.	20,000 00	
Expenses incurred in geological explorations in Oregon and Washington Territories	23,560 00	
Compensation to surveyors and other agents required in Illinois, &c	3,812 50	
Repayments for lands erroneously sold	73,415 45	
Refunding moneys where certain lands have been entered in Greensburgh district, Louisiana	1,179 21	
Services heretofore performed by registers and receivers of land offices	2,790 84	
Preparing unfinished records of public and private surveys, to be transferred to State authorities	13,319 93	
Collection of agricultural statistics, and procuring and distributing seeds and cuttings	34,000 00	
Expenses of settling land claims in California	156,930 66	
Purchase of books for territorial libraries	1,500 00	
Running and marking the boundary between the United States and Mexico	185,128 30	
Compensation of commissioner and surveyor employed on boundary between United States and Mexico	10,900 00	
Engraving maps, views, sections, natural history of survey of boundary between United States and Mexico	4,500 00	
Expenses of taking the Seventh Census	12,477 00	
Preservation of the collections of the exploring expedition	2,522 27	
Patent fund	175,067 41	
East and west wings of the Patent Office building	208,319 27	
Furnishing rooms in the new wing of the Patent Office building, &c	21,000 00	
Purchase of site and erection, &c., of an asylum for the insane of the District of Columbia	57,809 00	
Penitentiary in the District of Columbia	22,656 68	
Support, &c., of insane paupers in the District of Columbia	12,853 15	
Support of transient paupers	4,250 00	
To complete the grades in the city of Washington	1,200 00	
Potomac and Eastern Branch bridges, compensation of drawkeepers, &c	15,642 28	
Bridge across the Potomac at Little Falls	15,000 00	
Public buildings, grounds, &c., in the city of Washington.	127,092 12	
Compensation of public gardener, gatekeepers, laborers, &c.	13,570 00	
Compensation and contingent expenses of Auxiliary Guard	18,473 25	
Three per centum to Ohio	8,268 41	
Three per centum to Indiana	3,689 98	
Three per centum to Missouri	23,178 25	
Two and three per centum to Mississippi	11,657 35	
Two and three per centum to Alabama	16,647 63	
Five per centum to Louisiana	8,357 27	
Five per centum to Arkansas	18,501 84	
Five per centum to Florida	2,811 83	
Five per centum to Iowa	54,441 59	
To settle certain accounts between the United States and Alabama, per acts of March 2, 1819, and March 2, 1855.	128,336 42	
Relief of sundry individuals	719,077 40	
Sundry miscellaneous items	7,587 37	
Total miscellaneous		$17,534,680 69

UNDER THE DIRECTION OF THE DEPARTMENT OF THE INTERIOR.

Indian department	2,676,682 15	
Pensions, military	1,309,591 20	
Pensions, naval	134,296 17	
Claims of the State of Virginia	4,013 00	
Relief of sundry individuals	2,156 48	
Total under the Department of the Interior		4,126,739 00

UNDER THE DIRECTION OF THE WAR DEPARTMENT.

Army proper	$9,397,801 54	
Military Academy	179,586 47	
Fortifications and other works of defence	1,519,968 63	
Armories, arsenals, and munitions of war	726,963 53	
Harbors, rivers, roads, &c	805,053 25	
Surveys	264,814 93	
Arming and equipping the militia	188,945 58	
Pay of volunteers, &c	105,843 97	
Relief of sundry individuals, and miscellaneous	814,848 46	
Extension of the Capitol, &c	650,000 00	
Continuing Post Office building	40,000 00	
Washington aqueduct	80,0000 00	
Total under the War Department		$14,773,826 36

UNDER THE DIRECTION OF THE NAVY DEPARTMENT.

Pay and subsistence, including medicines, &c	4,479,237 89	
Increase, repairs, ordnance, and equipments	2,618,047 29	
Six steam-frigates	1,801,984 52	
Contingent expenses	730,402 99	
Navy yards, &c	1,471,692 59	
Hospitals	44,490 31	
Magazines	21,754 57	
Relief of sundry individuals, and miscellaneous	517,172 81	
Marine corps	411,852 20	
Total under the Navy Department		13,281,341 01

PUBLIC DEBT.

Interest on the public debt, including treasury notes	2,314,374 99	
Redemption of the stock of 1842	882,525 00	
Do do 1843	27,900 00	
Do do 1846	955,990 86	
Do do 1847	3,556,150 00	
Do do 1848	848,650 00	
Redemption of Texan indemnity stock	384,000 00	
Redemption of the debt of the cities of Washington, Georgetown, and Alexandria	4,100 00	
Reimbursement of treasury notes issued under acts prior to July 22, 1846, paid in specie	50 00	
Premium paid on stock redeemed	870,787 39	
Total public debt		9,844,528 24
Total expenditures		66,209,922 04
Balance in the treasury July 1, 1855		18,931,976 01

F. BIGGER, *Register.*

TREASURY DEPARTMENT, *Register's Office, November* 17, 1855.

No. 2.

Statement of the receipts and expenditures of the United States for the quarter ending September 30, 1855, *exclusive of trust funds.*

RECEIPTS.

From customs	$17,085,238 28
sales of public lands	2,355,725 87
miscellaneous sources	333,495 98
	19,774,460 13

EXPENDITURES.

Civil—miscellaneous and foreign intercourse		$5,117,860 25
Interior—pensions	$624,548 64	
Indian department	1,175,093 55	
		1,799,642 19
War—army proper, &c	3,969,392 76	
fortifications, &c	700,934 49	
miscellaneous	471,784 13	
		5,142,111 38
Navy		4,282,292 57
Redemption of stock of the loan of 1842	72,900 00	
Redemption of stock of the loan of 1846	127,300 00	
Redemption of stock of the loan of 1847	11,600 00	
Redemption of stock of the loan of 1848	22,300 00	
Redemption of debt contracted by Washington, Georgetown, and Alexandria	2,400 00	
Premium on stock redeemed	20,821 75	
	257,321 75	
Deduct excess of repayments on account of interest on the public debt, being amount refunded for advances on that account	5,112 04	
		252,209 71
		16,594,116 10

F. BIGGER, *Register.*

TREASURY DEPARTMENT, *Register's Office, November* 17, 1855.

No. 3.—*Statement showing the amount of United States stock, &c., redeemed from the* 1*st of July,* 1854, *to the* 17*th of November,* 1855, *inclusive; the premium and interest paid on the same, and the amount of the public debt outstanding this day.*

Loans.	Outstanding July 1, 1854.	Redeemed since.	Premium paid.	Interest paid.	Outstanding Nov. 17, 1855.
1842	$5,217,420 81	$924,125 00	$103,209 25	$17,380 49	$4,293,295 81
1843	27,900 00	27,900 00	.....	697 50	.....
1846	2,647,213 26	1,279,000 00	38,338 00	22,047 32	1,368,213 26
1847	16,745,350 00	3,657,450 00	596,767 00	69,648 96	*13,088,800 00
1848	12,889,741 80	996,350 00	162,321 00	17,527 99	11,893,391 80
Texan indemnity	4,480,000 00	384,000 00	23,760 00	7,181 94	4,096,000 00
Texan indemnity not issued	5,000,000 00	.....	.....	.....	5,000,000 00
	47,007,625 87	7,268,825 00	924,395 25	134,484 20	39,739,700 87
Treasury notes outstanding	113,261 64	†950 00	.....	.....	112,311 64
Old funded and unfunded debt	114,118 54	.....	.....	.....	114,118 54
Debt of corporate cities	7,200 00	3,600 00	‡500 00	.....	3,600 00
	47,242,206 05	7,273,375 00	924,895 25	134,484 20	39,969,731 05

F. BIGGER, *Register.*

TREASURY DEPARTMENT, *Register's Office, November* 17, 1855.

* This amount includes $900 of treasury notes funded.
† This amount includes $900 of treasury notes funded, and $50 of treasury notes redeemed.
‡ This amount assumed as premium.

No. 4.—*Statement exhibiting present liabilities of the United States to Indian tribes, under stipulations of treaties, &c.*—
(See report of the Secretary of the Interior, November 1, 1855.)

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, and amounts incidentally necessary to effect the payments.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Camanches, Kiowas, and Apaches, of the Arkansas river.	For the purchase of goods, provisions, and agricultural implements; per 6th article of the treaty of July 27, 1853.	2d session 33d Congress, page 166.	Ten instalments, of $18,000, provided; eight instalments, of $18,000 each, yet unappropriated.				
Do	do	do	Total of future appropriations required		$144,000 00		
			Transportation of goods and provisions the eight years, at $7,000 per year.		56,000 00		
Chippewas, of Lake Superior.	Money, goods, provisions, and tobacco. Compare 2d article of treaty of July 29, 1837, and 8th article of treaty of September 30, 1854.	Vol. 7, page 536, and 2d session 33d Congress, page 221.	Twenty instalments; two-thirds of the last of twenty instalments only unappropriated; two-thirds is		20,666 66		
Do	Money, goods, support of schools, provisions and tobacco. Compare 4th article of treaty of October 4, 1842, and 8th article treaty September 30, 1854.	Vol. 7, page 592, and 2d session 33d Congress, page 221.	Twenty-five instalments; eleven yet unappropriated; two-thirds is $18,000, and is payable to these Indians. Total of future appropriations required		198,000 00		
Do	Twenty instalments, in coin, goods, implements, &c., and for education; 4th article of treaty of September 30, 1854.	2d session 33d Congress, page 220.	Twenty instalments, of $19,000 each; nineteen unappropriated. Total of future appropriations required		361,000 00		
Do	Twenty instalments for six smiths and assistants, and iron and steel; 5th and 2d articles treaty of September 30, 1854.	2d session 33d Congress, page 220.	Twenty instalments, estimated at 6,360 each; nineteen unappropriated. Total of future appropriations required		120,840 00		
Do	Five instalments for the Bois Forte band; 12th article treaty of September 30, 1854. Transportation and expense delivering goods.	2d session 33d Congress, page 221.	Five instalments, of $2,000 each; four unappropriated.		8,000 00		
			See 11th article treaty September 30, 1854, transportation, &c., $5,000 per year, 19 years.		95,000 00		
Chippewas, of the Mississippi.	Money, goods, provisions, and tobacco. Compare 2d article treaty of July 29, 1837, and 8th article treaty of September 30, 1854.	Vol. 7, page 536, and 2d session 33d Congress, page 221.	Twenty instalments; one-third of the last of twenty.		10,333 34		

Do	[illegible] provisions, and [illegible] 4th article treaty October 4, 1849, and 8th article treaty September 30, 1854.	page [illegible]					
Do	Support of three blacksmith shops; 2d article treaty July 29, 1837.	Vol. 7, page 530, and 2d session 33d Congress, page 221.	Twenty instalments of $3,000 each; last unappropriated; 8th article treaty September 30, 1854; one-third due.		1,000 00		
Do	Two farmers and smiths and assistants, shops, iron, and steel; 4th article treaty October 4, 1842, and 8th article treaty September 30, 1854.	Vol. 7, page 592, and 2d session 33d Congress, page 221.	Twenty-five instalments; eleven unappropriated; one-third payable to these Indians, viz: $1,000 per year for eleven years		11,000 00		
Do	Twenty instalments in money of $20,000 each.	Pamphlet treaty, page 5, section 3.	3d article treaty February 22, 1855; nineteen not yet appropriated.		380,000 00		
Do	Money, $10,666 67; goods, $6,000; and purposes of utility, $4,000; 3d article treaty February 22, 1855.	Pamphlet treaty, page 6.	Thirty instalments, $22,666 66⅔; twenty-nine unappropriated; total of twenty-nine instalments of $22,666 66⅔ each.		657,333 34		
Do	For purposes of education; same article and treaty.	....do.....do....	Twenty instalments $3,000 each; nineteen unappropriated.		57,000 00		
Do	For support of smith shops; same article and treaty.	....do.....do....	Fifteen instalments, estimated at $2,120 each; fourteen unappropriated.		29,680 00		
Do	Powder, lead, shot, &c.; same article and treaty.	....do.....do....	Five instalments, $600 each; four unappropriated.		2,400 00		
Do	Transportation and expenses; see 5th article treaty.	....do.....do....	Expenses necessary to deliver annuities—say $5,000 per year for ten years, $3,000 per year for next ten years, and $1,000 per year for next nine years.		89,000 00		
Chickasaws	Permanent annuity in goods	Vol. 1, page 619	Act Feb. 28, 1799; $3,000 per year.			$3,000 00	$60,000 00
Chippewas, Menomonies, Winnebagoes, and N. York Indians.	Education, during the pleasure of Congress.	Vol. 7, page 304	5th article treaty August 11, 1827	$1,500 00			
Chippewas of Saginaw	Permanent annuities; treaties of 1795, 1807, and 1819.	Vol. 7, pages 51, 106, and 204.	4th article treaty August 3, 1795 $1,000 2d article treaty November 17, 1807 800 4th article treaty September 24, 1819 1,000				
Do	Permanent provision for smiths, implements, cattle, labor, &c.	Vol. 7, pages 205 and 530.	8th article treaty of 1819, and 7th article treaty Jan. 14, 1837, $2,000.			2,800 00	56,000 00
Do	Education, during the pleasure of Congress.	Vol. 7, page 291	6th article treaty August 5, 1826, $1,000.	1,000 00		2,000 00	40,000 00
Choctaws	Permanent annuities	Vol. 7, pages 99, 213, and 235.	2d article treaty November 16, 1805 $3,000 13th article treaty October 18, 1820 600 2d article treaty January 20, 1825 3,000				
						6,600 00	132,000 00

STATEMENT—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, and amounts incidentally necessary to effect the payments.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Choctaws—Continued...	Provision for smith, &c.....	Vol. 7, pages 212 and 236.	6th article treaty October 18, 1820, and 9th article treaty January 20, 1825—say $920.	....	.....	$920 00	$18,400 00
Christian Indians.....	Permanent annuity	Vol. 4, pages 58 and 183.	Acts May 6, 1824, and May 20, 1826, $400.	.....	.....	400 00	8,000 00
Creeks.....	Permanent annuities.....	Vol. 7, pages 36, 69, and 287.	4th article treaty of August, 1790..... $1,500 2d article treaty June 16, 1802..... 3,000 4th article treaty January 24, 1826..... 20,000				
Do.....	Smith shops, &c	Vol. 7, page 287.....	8th article treaty January 24, 1826, any $1,110.	.....	.....	24,500 00 1,110 00	490,000 00 22,200 00
Do.....	Smiths, &c.—two for twenty years . .	Vol. 7, page 368.....	Last of twenty instalments to be appropriated.	.....	$2,220 00	.....	.....
Do.....	Wheelwright, (permanent).....	Vol. 7, page 287.....	8th article treaty of Jan , 1820, $600.	.....	.....	600 00	12,000 00
Do.....	Thirty-three instalments for education; 13th article treaty Mar., 1832, and 4th article treaty Jan., 1845.	Vol. 7, page 368, and vol. 9, page 822.	Thirty-three instalments of $3,000 each; eight yet unappropriated.	.....	24,000 00	.....	.....
Do.....	Twenty instalments for education; 4th article treaty January, 1845.	Vol. 9, page 822.....	Twenty instalments, $3.000 each; eight yet unappropriated.	.....	24,000 00	.....	.....
Do.....	Allowances during the pleasure of the President.	Vol. 7, pages 287 and 419.	5th article treaty February 14, 1833, and 8th article treaty Jan. 24, 1838.	$4,710 00	.....	.....	.....
Delawares.....	Life annuities to two chiefs.....	Vol. 7, page 399.....	Treaties of 1829, 1818, and 1832.....	200 00	.....	.....	.....
Do.....	Interest on $46,080, at 5 per cent.....	Vol. 7, page 327.....	Resolution of Senate, Jan. 19, 1832.	.....	.....	2,304 00	46,080 00
Do.....	Eight instalments of $1,250 each.....	1st session 33d Congress, page 142.	6th article treaty May 6, 1854; eight instalments of $1,250 each; six yet to be appropriated.	.....	7,500 00	.....	.....
Florida Indians, or Seminoles.	Fifteen instalments in goods, of $2,000, and fifteen in money, of $3,000.	Vol. 7, page 369, and vol. 9, page 822.	4th article treaty May 9, 1832, and 6th article treaty January 4, 1845; three yet to be appropriated.	.....	15,000 00	.....	.....
Iowas.....	Interest on $57,500, being the balance of $157,500.	Vol. 7, page 568, and 1st session 33d Congress, page 147.	2d article treaty October 19, 1838, and 9th article treaty May 17, 1854.	.....	.....	2,875 00	57,500 00

Kansas	Interest on $200,000	Vol. 9, page 842	2d article treaty January 14, 1846			10,000 00	200,000 00
Kaskaskias and others	Six instalments—three of $13,000 and three of $9,000 each.	1st session 33d Congress, page 160.	6th article treaty May 30, 1854—one of $13,000 and three of $9,000, to be appropriated.		40,000 00		
Do	Five instalments for smiths, &c.	1st session 33d Congress, page 160.	Three yet to be appropriated, say $940 each.		2,820 00		
Kickapoos	Interest on $100,000	1st session 33d Congress, page 155.	2d article treaty May 18, 1854			5,000 00	100,000 00
Do	Graduated payments on $200,000	1st session 33d Congress, page 155.	2d article treaty May 18, 1854; forty-five thousand heretofore appropriated.		155,000 00		
Menomonies	Pay of miller fifteen years	Vol. 9, page 953, and 2d session 33d Congress, page 195.	3d article treaty May 12, 1854, $9,000; heretofore appropriated, $2,400.		6,600 00		
Do	Support of smiths' shop twelve years.	Vol. 9, page 953, and 2d session 33d Congress, page 195.	Twelve instalments, of $916 66⅔ each.		11,000 00		
Do	Ten instalments of $20,000 each	Vol 9, page 953	4th article treaty of 1848		200,000 00		
Do	Fifteen equal instalments to pay $242,686, to commence in 1857.	2d session 33d Congress, page 196.	The payment of the $200,000 begins in 1857 and ends in 1866, then payment of $242,686 is to commence; the two sums to be paid in twenty-five years ensuing.		242,686 00		
Miamies	Permanent provisions for smiths' shop and miller.	Vol. 7, pages 191 and 464, and 2d session 33d Congress, page 205.	5th article treaty October 6, 1818, 5th article treaty October 23, 1834, and 4th article treaty June 5, 1854—say $940 for shops and $600 for miller.			1,540 00	30,800 00
Do	Twenty instalments in money, 2d article treaty of 1840, and 6th article treaty of 1854.	2d session 33d Congress, pages 205 and 206; vol. 7, page 583.	$12,500 per year, five yet to be appropriated—total $62,500. This amount is subject to a reduction of $6,218 52; see act August 30, 1852, and treaty June 5, 1854, 6th article.		56,281 48		
Do	Six instalments, of $31,739 11 each, to Miamies residing west.	2d session 33d Congress, page 205.	4th article treaty June 5, 1854; four yet to be appropriated.		126,956 44		
Do	Interest on $50,000, at 5 per cent	2d session 33d Congress, page 204.	3d article treaty June 5, 1854			2,500 00	50,000 00
Do	Interest on $221,257 86, at 5 per cent.	2d session 33d Congress, pages 205 and 209.	Senate's amendment to 4th article treaty of 1854.			11,062 89	221,257 86
Miamies of Eel river	Permanent annuities	Vol. 7, pages 57, 91, 114, and 116.	4th article treaty of 1795, 3d article treaty of 1805, and 3d article treaty of September, 1809, aggregate.			1,100 00	22,000 00
Navajoes	Presents to the tribe	Vol. 9, page 975	10th article treaty of Sept. 9, 1849	5,000 00			
Nisqually, and other bands of Puget's Sound.	Graduated payments extending twenty years for payment of $32,500.	Pamphlet treaty, page 4.	4th article treaty December 26, 1854; the sum of $3,250 having been appropriated, hereafter required		29,250 00		
Do	Pay of instructor, smith, physician, carpenter, &c., for twenty years.	Pamphlet treaty, page 5.	10th article same treaty, estimated at $4,500 per year; nineteen instalments yet to be appropriated.		85,500 00		
Osages	Twenty instalments, 2d article treaty January 11, 1839.	Vol. 7, page 576	Twenty instalments of $20,000 each; one to be yet appropriated.		20,000 00		

STATEMENT—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, and amounts incidentally necessary to effect the payments.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Osages—Continued....	Smiths' establisament for twenty years, same article.	Vol. 7, page 576.....	Twenty instalments of $2,000 each; one to be appropriated.	.....	$2,000 00	.....	.....
Do.....	Interest on $69,120, at 5 per cent.....	....do .....do....	Senate resolution of January 19, 1838, in payment of fifty-four sections of land set apart by treaty of January, 1825.	.....	.....	$3,456 00	$69,120 00
Omahas..... ...	Forty instalments graduated, ($840,000,) extending over forty years.	1st session 33d Congress, supplemental, page 136.	1st instalment paid; see 4th article treaty March 16, 1854; to be appropriated.	.....	800,000 00	.....	.....
Do.....	Support of smith shops, miller, and farmer, ten years.	....do .....do....	8th article of treaty, estimated at $2,140 per year; nine years to be provided for.	.....	19,260 00	.....	.....
Ottoes and Missourias...	Forty instalments graduated, ($385,000,) extending through forty years.	1st session 33d Congress, supplemental, page 131.	4th article treaty March 15, 1854; one instalment paid; to be appropriated hereafter.....	.....	365,000 00	.....	.....
Do.....	Support of smith shops, miller, and farmer, for ten years.	1st session 33d Congress, supplemental, page 132.	7th article same treaty, estimated at $2,140 per year; one paid; to be appropriated.....	.....	19,260 00	.....	.....
Ottowas.....	Permanent annuity	Vol. 7, pages 54, 106, 179, and 220.	4th article treaty August 3, 1795, 2d article treaty November 17, 1807, 4th article treaty September 17, 1818, and 4th article treaty August 29, 1821.	.....	.....	4,300 00	86,000 00
Ottowas and Chippewas of Michigan.	Interest on $200,000, at 6 per cent....	Vol. 7, page 497.....	Resolution of Senate of May 19, 1838; per year, $12,000.	.....	.....	12,000 00	240,000 00
Do.....	Education, $5,000; missions, $3,000; medicines, $300; during the pleasure of Congress.	Vol. 7, page 492.....	See 4th article treaty March 28, 1836.	$8,300 00	....	.....	.....
Do.....	Three blacksmiths, &c., one gunsmith, &c., two farmers and assistant, and two mechanics and assistants, during pleasure of Congress and President.	Vol. 7, page 493.....	See 7th article treaty March 28, 1836; annually allowed since the expiration of the number of years named in the treaty; aggregate, $6,440.	6,440 00	.....	.....	.....
Pawnees	Agricultural implements during the pleasure of the President.	Vol. 7, page 488.....	See 4th article treaty October 9, 1833.	1,000 00	.....	.....	.....

Pottawatomies	Permanent annuities in money	Vol. 7, pages 51, 114, 185, 317, 320, and vol. 9, page 853.	4th article treaty of 1795 $1,000 3d article treaty of 1809 500 3d article treaty of 1818 2,500 2d article treaty of 1828 2,000 2d article treaty July, 1829 16,000 10th article treaty June, 1846 300				
Do	Life annuity to surviving chiefs	Vol. 7, pages 379 and 433.	3d article treaty Oct. 20, 1832 200 3d article treaty Sept. 26, 1833 700			22,300 00	446,000 00
Do	Education during pleasure of Congress	Vol. 7, pages 296, 318, and 401.	3d article treaty Oct. 16, 1826, 2d article treaty Sept. 20, 1828, and 4th article treaty Oct. 27, 1832—$5,000.	900 00 5,000 00			
Do	Permanent provision for three smiths and assistants, shops, &c.	Vol. 7, pages 318, 296, and 321.	3d article treaty Sept. 20, 1828, 3d article treaty Oct. 16, 1826, and 2d article treaty July 29, 1829—three shops, at $940 each per year, $2,820.			2,820 00	56,400 00
Do	Permanent provision for furnishing salt	Vol. 7, pages 75, 296, and 320.	3d article of treaty of 1803, 3d article treaty of Oct. 1826, and 2d article treaty July 29, 1829—estimated $500.			500 00	10,000 00
Do	Interest on $643,000, at 5 per cent	Vol. 9, page 854	7th article treaty of June, 1846, annual interest—$32,150.			32,150 00	643,000 00
Pottawatomies of the Huron.	Permanent annuity	Vol. 7, page 106	2d article treaty Nov. 17, 1807—$400			400 00	8,000 00
Quapaws	Provision for educat'n, $1,000 per year, and for smith and shops and farmer, during the pleasure of the President.	Vol. 7, page 425	3d article treaty May 13, 1833, $1,000 per year for education, and $1,660 for smith, farmer, &c.—$2,660.	2,660 00			
Rogue Rivers	Sixteen instalments of $2,500 each	2d session 33d Congress, page 171.	3d article treaty Sept. 10, 1853, fourteen instalments yet to be appropriated.		35,000 00		
Shasta, Scoton, and Umpqua Indians.	$2,000 annually for fifteen years	Pamphlet, page 4	3d article treaty of Nov. 18, 1854, fourteen instalments yet to be provided for.		28,000 00		
Do	Support of schools and farmer fifteen years.	Pamphlet, page 5	5th article same treaty; estimated for schools, $1,200 per year, and farmer, $600 per year—$1,800 per year for fourteen years.		25,200 00		
Do	Two smiths, &c., for five years; physician, medicine, &c., ten years.	Pamphlet, page 5	Same article; four years, at $2,190 per year; nine years, at $1,050 per year.		18,030 00		
Sacs and Foxes of the Mississippi.	Permanent annuity	Vol. 7, page 85	3d article treaty of November, 1804—$1,000.			1,000 00	20,000 00
Do	Interest on $200,000, at 5 per cent	Vol. 7, page 541	2d article treaty of October, 1837—$10,000.			10,000 00	200,000 00
Do	Interest on $800,000, at 5 per cent	Vol. 7, page 596	2d article treaty of Oct. 11, 1842—$40,000.			40,000 00	800,000 00
Do	Thirty instalments, of $20,000 each	Vol. 7, page 375	3d article treaty of Sept. 21, 1832, six to be yet provided for.		120,000 00		
Do	Provision for smith and shops, gunsmith and shop, and for tobacco and salt.	Vol. 7, page 375	4th article treaty of Sept. 21, 1832, six to be yet provided for—annually estimated at $2,880.		17,280 00		

STATEMENT—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	Reference to laws.	Number of instalments yet unappropriated, explanations, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number or years to pay limited annuities til they expire, and amounts incidentally necessary to effect the payments.	Amount of annual liabilities of a permanent character.	Amounts held by the U States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Sacs and Foxes of Missouri.	Interest on $157,400; balance of $48,000.	Vol. 7, page 544.....	2d article treaty of October 21, 1837	.....	.....	$7,870 00	$157,400 00
		1st session 33d Congress, page 151.	2d article treaty of May 18, 1854; to be appropriated.....	.....	$18,000 00	.....	.....
Senecas.....	Permanent annuities.....	Vol. 7, pages 161 and 179.	4th article treaty September 29, 1817, $500; 4th article treaty September 17, 1818, $500.	.....	.....	1,000 00	20,000 00
Do.....	Provision for smith and smith shops and miller, during the pleasure of the President.	Vol. 7, page 349.....	4th article treaty Feb. 28, 1831—say $1,660.	$1,660 00	.....	.....	.....
Senecas of New York...	Permanent annuity.....	Vol. 4, page 442.....	Act February 19, 1831...$6,000 00				
	Interest on $75,000.....	Vol. 9, page 35.....	Act June 27, 1846..... 3,750 00				
	Interest on $43,050 transferred to the treasury from the Ontario Bank.	....do.....do.....	Act June 27, 1846..... 2,152 50	.....	.....	11,902 50	238,050 00
Senecas and Shawnees..	Permanent annuity.....	Vol. 7, page 179.....	4th article treaty Sept. 17, 1818....	.....	.....	1,000 00	20,000 00
Do.....	Provision for support of smith and shop, during the pleasure of the President.	Vol. 7, page 352.....	4th article treaty July 20, 1831.....	1,060 00	.....	.....	.....
Shawnees.....	Permanent annuities for education ...	Vol. 7, pages 51 and 161, and 2d session 33d Congress, page 156.	4th article treaty August 3, 1795; 4th article treaty September 29, 1817; and 3d article treaty May 10, 1854.	.....	.....	5,000 00	100,000 00
Do.....	Interest on $40,000.....	....do.....do....	3d article treaty May 10, 1854.....	.....	.....	2,000 00	40,000 00
Do.....	Payments for lands, eight instalments, &c.	....do.....do....	3d article treaty May 10, 1854; $200,000 appropriated heretofore; six payments remaining.	.....	589,000 00	.....	.....
Six Nations of New York	Permanent annuity in clothing, &c. ..	Vol. 7, page 46.....	6th article treaty November 11, 1794, $4,500 per year.	.....	.....	4,050 00	90,000 00
Sioux of the Mississippi.	Interest on $300,000.....	Vol. 7, page 539.....	2d article treaty September 29, 1837	.....	.....	15,000 00	300,000 00
Do.....	Fifty instalments of interest on $1,360,000, at 5 per cent.	Supplement to Laws 32d Congress, page 52.	4th article treaty July 23, 1851; $68,000 per year; forty-five instalments to be provided for.	.....	3,060,000 00	.....	.....
Do.....	Fifty instalments of interest on $112,000; being 10 cents per acre for reservation.	Supplement to Laws 32d Congress, page 53.	Senate's amendment to 3d article; forty-five instalments of $5,600 to be provided for.	.....	*252,000 00	.....	.....

Do	Fifty instalments of interest on $1,160,000.	Supplement to Laws 33d Congress, page 57.	4th article treaty August 5, 1851; $58,000 per year; forty-five instalments yet to be appropriated.		2,610,000 00		
Do	Fifty instalments on $69,000; being 10 cents per acre for reservation.	Supplement to Laws 32d Congress, page 59.	Senate's amendment to 3d article treaty August 5, 1851; forty-five instalments of $3,450 to be provided for.		*155,250 00		
Do	Twenty instalments in goods	Vol. 7, page 539	2d article treaty of 1837; one only yet to be appropriated.		10,000 00		
Do	Twenty instalments in agricultural implements, &c.	....do..... do	....do.....do.....do		8,250 00		
Do	Twenty instalments for provisions	....do.....do	....do.....do.....do		5,500 00		
Stockbridges	Interest on $16,500	Vol. 9, page 957	9th article treaty November 24, 1848.			825 00	16,500 00
Treaty at Fort Laramie	Ten instalments, in goods, provisions, &c.	Not published	7th article treaty September 17, 1851, as amended, $50,000 per year; five instalments unpaid.		250,000 00		
Do	Expense of transportation		Same article, estimated at $20,000 per year.		100,000 00		
Umpquas, Cow Creek band.	Twenty instalments, of 550 each	Laws 33d Cong., supplement, page 180.	3d article treaty September 19, 1853, eighteen payments to be appropriated.		9,900 00		
Umpquas, Calapooias, &c., Oregon.	Twenty instalments, payments graduated.	Pamphlet treaty, page 4.	3d article treaty November 29, 1854; one instalment appropriated; 19 to be provided for.		35,500 00		
Do	Support of teacher, &c., twenty years.	Pamphlet treaty, page 5.	6th article treaty November 29, 1854, estimated at $700 per year.		13,300 00		
Do	Physician, fifteen years	.....do.... ...do.	6th article treaty November 29, 1854, estimated at $1,000 per year.		14,000 00		
Do	Smith and shop, and farmer, ten years.	.....do.....do.	6th article treaty November 29, 1854, estimated at $1,660 per year.		14,940 00		
Utahs	Presents	Vol. 9, page 985	8th article treaty December 30, 1849.	5,000 00			
Willamette Valley bands.	Twenty instalments, graduated payments.	Pamphlet treaty, page 4.	2d article treaty January 10, 1855; one instalment appropriated—balance		140,000 00		
Do	Physician, smith, &c., five years	Pamphlet treaty, page 5.	3d article treaty January 10, 1855, estimated at $2,260 per year, four years.		9,040 00		
Winnebagoes	Interest on $1,100,000	Vol. 7, page 546	4th article treaty November 1, 1837.			55,000 00	1,100,000 00
Do	Thirty instalments of interest on $85,000.	Vol. 9, page 879	4th article treaty October 13, 1836, $4,250 per year; twenty one instalments to be yet appropriated.		89,250 00		
Do	Annuity of $18,000, thirty instalments.	Vol. 7, page 323	2d article treaty of August, 1829; three instalments due.		54,000 00		
Do	Annuity of $10,000, twenty-seven instalments.	Vol. 7, page 371	3d article treaty September 15, 1832; three instalments due.		30,000 00		
Do	Salt and tobacco	Vol. 7, pages 323 and 372.	2d article treaty of 1829, and 5th article treaty of 1832; three instalments due—say		3,600 00		

* The Indians having accepted and removed to the reservations, which the Senate had determined they must relinquish, and Congress having recently authorized the President to confirm those reservations to them. After such confirmation is formally made and accepted, the question may arise whether the United States is longer bound to pay these items to the Indians.

STATEMENT—Continued.

Names of tribes.	Description of annuities, stipulations, &c.	References to laws.	Number of instalments yet unappropriated, explanations, &c.	Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.	Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, and amounts incidentally necessary to effect the payments.	Amount of annual liabilities of a permanent character.	Amounts held by the U. States, on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent., would produce the permanent annuities.
Winnebagoes—Contin'd	Three smiths and assistants, laborers, &c.	Vol. 7, page 394.....	3d article treaty of 1829, and 5th article treaty of 1832; say three years to be provided for.	.....	$9,550 00	.....	.....
Do.....	Education, agriculturist, and physician.	Vol. 7, page 372.....	4th and 5th articles treaty September 15, 1832, $5,900 per year; three payments to be provided.	.....	17,700 00	.....	.....
Wyandotts	Three instalments to pay, $380,000....	Pamphlet treaty, page 6.	6th article treaty January 31, 1855; two instalments yet to be paid.	.....	253,333 34	.....	.....
				$44,430 00	12,590,200 60	$311,335 39	$6,226,707 86
Add for Indians paid by the Treasury Department— Cherokee Indians remaining in North Carolina under act of July 29, 1848, to wit: 1,516 Indians, at $53 33 each—$4,820 89, at 6 per cent..					80,848 28		
			This expenditure annually diminishes as the Indians die.		12,671,048 88		

RECAPITULATION.

Annual amount necessary to meet stipulations, indefinite as to time, now allowed, but liable to be discontinued.....	$44,430 00
Aggregate of future appropriations that will be required during a limited number of years to pay limited annuities till they expire, and amounts incidentally necessary to effect the payments.....	12,671,048 88
Amount of annual liabilities of a permanent character.....	311,335 39
Amounts held by the United States on which 5 per cent. is annually paid; and amounts which, invested at 5 per cent, would produce the permanent annuities.....	6,226,707 86
	19,253,522 13

OFFICE INDIAN AFFAIRS, *November* 1, 1855.

No. 5.

Statement exhibiting stocks held in trust by the Secretary of the Interior for Indian tribes, under sundry treaties and laws, (exclusive of the Chickasaw funds.)

	Rate per cent.	Amount.
Creek orphans—2d article treaty of 1832.		
United States loan, 1842	6	$49,900 84
State of Virginia	6	73,800 00
State of Kentucky	5	1,000 00
State of Missouri	5½	28,000 00
State of Missouri	6	28,041 76
State of Tennessee	5	20,000 00
		200,742 60
Menomonies—article treaty of 1836.		
United States loan, 1842	6	26,114 88
United States loan, 1847	6	21,321 10
State of Kentucky	5	77,000 00
State of Tennessee	5	19,000 00
State of Missouri	6	9,967 60
		153,403 58
Ottowas and Chippewas—4th article treaty of 1836.		
United States loan, 1842	6	4,588 97
United States loan, 1847	6	2,274 47
State of Virginia	6	3,000 00
State of Tennessee	5	1,000 00
State of Missouri	6	10,062 30
		20,925 74
Chippewas of Swan Creek—article treaty of 1836.		
State of Missouri	6	5,587 42
Ottowas of Roche de Bœuf—article treaty of 1831.		
State of Missouri	6	1,571 13
Ottowas of Blanchard's Fork—article treaty of 1831.		
State of Missouri	6	8,473 22
Chippewas, Ottowas, and Pottawatomies—mills and education—3d article treaty of 1833.		
United States loan, 1842	6	7,478 64
United States loan, 1847	6	8,317 37
State of Missouri	6	150 00
State of Maryland	6	130,850 43
State of Indiana	5	68,000 00
		214,796 44

STATEMENT—Continued.

	Rate per cent.	Amount.
Senecas and Shawnees—acts of June 14, 1836, and January 9, 1837.		
State of Missouri	6	$3,466 10
State of Missouri	5½	7,000 00
State of Kentucky	5	6,000 00
		16,466 10
Kansas schools—article treaty of 1835.		
United States loan, 1842	6	4,444 66
United States loan, 1847	6	1,540 06
State of Missouri	6	2,570 28
State of Missouri	5½	18,000 00
		26,555 00
Choctaws, under convention with Chickasaws—February 17, 1837.		
United States loan, 1842	6	1,734 71
State of Virginia	6	450,000 00
State of Missouri	6	2,000 00
		453,734 71
Delawares—education—article treaty of 1829.		
United States loan, 1842	6	7,806 28
Osages—education—article treaty of 1825.		
United States loan, 1842	6	24,679 56
State of Missouri	6	7,044 46
		31,724 02
Stockbridges and Munsees—article treaty of 1840.		
United States loan, 1842	6	5,204 16
Choctaws—education, article treaty of 1830.		
United States loan, 1842	6	60,893 62
United States loan, 1847	6	18,026 97
State of Missouri	6	19,471 20
		98,391 79

STATEMENT—Continued.

	Rate per cent.	Amount.
Wyandotts—Senate amendment to treaty of April 1, 1850.		
State of Tennessee	5	$105,000 00
State of Missouri	6	1,594 53
		106,594 53
Cherokee schools—1819.		
State of Missouri	6	$10,000 00
State of Maryland	5	41,138 00
United States Loan, 1847	6	5,800 00
		56,938 00
Cherokee—article treaty of 1835; *supplement of* 1836.		
State of Virginia	6	$270,000 00
State of Tennessee	5	250,000 00
State of Kentucky	5	94,000 00
State of Maryland	6	761 39
State of Michigan	6	64,000 00
		678,761 39
Senecas—acts June 14, 1836, and January 9, 1837.		
State of Kentucky	5	5,000 00

RECAPITULATION.

Creek orphans	$200,742 60
Menomonies	153,403 58
Ottowas and Chippewas	20,925 74
Chippewas of Swan creek	5,587 42
Ottowas of Roche de Bœuf	1,571 13
Ottowas of Blanchard's Fork	8,473 22
Chippewas, Ottowas, and Pottawatomies	214,796 44
Senecas and Shawnees	16,466 10
Kanzas schools	26,555 00
Choctaws, under convention with Chickasaws	453,734 71
Delaware education	7,806 28
Osages, education	31,724 02
Stockbridges and Munsees	5,204 16
Choctaws, education	98,391 79
Wyandotts	106,594 53
Cherokees, schools, 1819	56,938 00
Cherokees, treaty 1835–'6	678,761 39
Senecas	5,000 00
	2,092,676 11

No. 5—Continued.

List of trust fund bonds in custody of the Treasurer of the United States for safe-keeping, for the benefit of the Chickasaws.

141 Indiana five per cent., for $1,000 each, payable in 1857, interest January and July	$141,000 00
61 Indiana five per cent., for $1,000 each, payable in 1856, interest January and July	61,000 00
1 Maryland five per cent., payable after 1849	13,000 00
1 Maryland five per cent., payable after 1844	11,233 00
1 Maryland six per cent., payable after 1870	6,149 57
1 Maryland six per cent., payable after 1890	8,350 17
104 Tennessee six per cent., for $1,000 each, payable in 1890, interest January and July	104,000 00
3 Ohio six per cent., payable after 1856	100,000 00
50 Missouri six per cent., for $1,000 each, with coupons to July, 1856	50,000 00
17 Illinois six per cent., for $1,000 each, payable after 1860	17,000 00
100 Richmond and Danville Railroad six per cent, for $1,000 each payable in 1876	100,000 00
512 Nashville and Chattanooga Railroad, six per cent., for $1,000 each, payable in 1881	512,000 00
20 United States loan of 1842, six per cent	124,970 00
1 United States loan of 1846	51,913 26
21 United States loan of 1847	135,250 00
6 United States loan of 1848	37,491 80
90 Arkansas six per cent., for $1,000 each, payable in 1868	90,000 00
Five and a quarter per cent. bonds of the State of Tennessee, in custody of the depository at Nashville	66,666 66
	1,630,024 46

Smithsonian Fund.

Amount of stocks purchased by the Secretary of the Treasury:	
State of Arkansas	$538,000 00
State of Michigan	8,000 00
State of Illinois	56,000 00
State of Ohio	18,000 00
United States loan	106,184 85
	726,184 85

RECAPITULATION.

Stocks held in trust by the Secretary of the Interior for Indian tribes, (exclusive of Chickasaws)	$2,092,676 11	
Trust fund bonds in the custody of the Treasurer of the United States for safe-keeping, for the benefit of the Chickasaws	1,630,024 46	
		3,722,700 57
Amount of stocks purchased by the Secretary of the Treasury for the Smithsonian fund		726,184 85
		4,448,885 42

OFFICE OF INDIAN AFFAIRS,
November 1, 1855.

No. 6.

Trust or special funds on the books of the Treasury on 30th June, 1855.

Smithsonian Institution	$55,219 48
Unclaimed merchandise	94,981 85
Refunding surplus proceeds of property sold for direct tax	4,476 43
Claims on Spain, (old)	2,427 31
Claims on France, (old)	11,731 02
Awards under first article of treaty of Ghent	4,112 89
Awards under the convention with Denmark	2,453 53
Awards under the convention with the Two Sicilies	166 67
Awards under the convention with the Queen of Spain,	11
Awards under the convention with Peru	19,588 79
Awards under the convention with King of the French,	4,945 94
Awards under the convention with the Mexican Republic	2,250 47
Awards under the convention with Brazil	16,672 95
Carrying into effect treaty with Chickasaws of October 20, 1832, per act of April 30, 1836	110,531 87
Chickasaw orphans, under eighth article of treaty of July 1, 1834	2,341 04
Incompetent Indians, under fourth article of Chickasaw treaty	3,653 56
Cherokee schools	11,909 35
Kansas schools	13,340 09
Choctaw schools	670 86
Navy hospital fund	89,630 44
Navy pension fund	70,615 60
Privateer's pension fund	505 80
Prize fund—a fund arising from captures, paid into the treasury under act of third March, 1849, but which is payable to captors	49,472 21
Cherokee orphans	1,035 00
Cherokee treaty, 1835–6	18,557 38
Chippewas, Ottawas, and Pottawatomies; education	15,660 23
Chippewas, Ottawas, and Pottawatomies; mills	20,091 14
Chippewas and Swan Creek	1,542 00
Choctaw orphan reservation	5,550 26
Choctaws, under convention with Chickasaws	15,848 62
Creek orphans	7,650 10
Delawares	356 41
Menomonies	3,722 11
Osages; education	13,850 99
Ottawas of Blanchard's forks	104 07
Ottawas of Roche de Bœuf	433 58
Ottawas and Chippewas	2,326 76

No. 6—Continued.

Shawnees	$1,438 10
Senecas	125 00
Senecas of New York	108 21
Senecas and Shawnees	446 48
Stockbridges and Munsees	156 12
Wyandots	2,672 84
	683,373 66

No. 7.

GOLD, SILVER, AND BANK NOTES.

Statement of the amount of gold and silver supposed to be in circulation, of the amount supposed to be in the banks, of the whole amount supposed to be in the country, and of the amount of bank notes in circulation in different years, according to the authorities quoted in the margin.

Years.	Specie in circulation.	Specie in the banks.	Total of specie in the country.	Bank notes in circulation	Authorities.
	Millions.	*Millions.*	*Millions.*	*Millions.*	
1790	.....	.....	9	2½	Blodget.....
1791	.....	.....	16	9	....do.....
1792	.....	.....	18	11½	....do.....
1793	.....	.....	20	11	....do.....
1794	.....	.....	21½	11.6	....do.....
1795	.....	.....	19	11	....do.....
1796	.....	.....	16½	10½	....do.....
1797	.....	.....	16	10	....do.....
1798	.....	.....	14	9	....do.....
1799	.....	.....	17	10	....do.....
1800	.....	.....	17½	10½	....do.....
1801	.....	.....	17	11	....do.....
1802	.....	.....	16½	10	....do.....
1803	.....	.....	16	11	....do.....
1804	.....	.....	17½	14	....do.....
1805	.....	.....	18	15	....do.....
1806	.....	.....	18½	17	....do.....
1807	.....	.....	20	18	....do.....
1808	.....	.....	.....	.....	.....
1809	.....	.....	.....	.....	.....
1810	.....	.....	.....	.....	.....
1811	.....	15.4	.....	28 to 30	Gallatin.....
1812	.....	.....	.....	.....	.....
1813	.....	.....	.....	.....	.....
1814	.....	.....	.....	.....	.....
1815	.....	17	.....	45 to 47	Gallatin.....
1816	7½	19	26½	68 to 70	Gallatin.....
1817	.....	.....	.....	.....	.....
1818	.....	.....	.....	.....	.....
1819	.....	.....	.....	.....	.....
1820	.....	19.8	.....	44.8	Gallatin.....
1821	.....	.....	.....	.....	.....
1822	.....	.....	.....	.....	.....
1823	.....	.....	.....	.....	.....
1824	.....	.....	.....	.....	.....
1825	.....	.....	.....	.....	.....
1826	.....	.....	.....	.....	.....
1827	.....	.....	.....	.....	.....
1828	.....	.....	.....	.....	.....
1829	.....	.....	.....	.....	.....
1830	10	22.1	32.1	61	Gallatin.....
1831	.....	.....	.....	.....	.....
1832	.....	.....	.....	.....	.....
1833	.....	.....	.....	.....	.....
1834	.....	.....	.....	94	Congressional reports.....
1835	.....	.....	.....	103	Treasury report.....

No. 7—Continued.

Years.	Specie in circulation.	Specie in the banks.	Total of specie in the country.	Bank notes in circulation.	Authorities.
	Millions.	*Millions.*	*Millions.*	*Millions.*	
1836	25	40	65	140	Woodbury
1837	35	38	73	149	Woodbury
1838	52½	35	87½	116	Woodbury
1839	42	45	87	135	Hazard, (Commercial Register)
1840	50	33	83	107	Woodbury
1841	35 to 45	35	70 to 80	107	Gouge, (Journal of Banking)
1842	.....	28.4	.....	83.7	.....
1843	.....	33½	.....	58.5	.....
1844	50	50	100	75	Hunt, (Merchant's Magazine)
1845	52	44	96	90	Estimates
1846	55	42	97	105½	....do
1847	85	35	120	105½	....do
1848	66	46	112	128½	....do
1849	77	43	120	114.7	....do
1850	109	45	154	131	....do
1851	138	48	186	155	....do
1852	.....	.....	204	.....	....do
1853	.....	.....	236	.....	....do
1854	191	59	250	204.6	....do
1855	.....	54	.....	187	....do

Mem.—The amounts of specie in the banks and of bank notes in circulation from 1835 to 1855, inclusive, have been taken from the annual treasury reports on the condition of the banks. The amount of specie supposed to be in circulation in different years is according to the authorities quoted in the margin. The estimates are from Doc. 34, (page 280,) appended to the Report on Finances of December 4, 1854, except that for 1855, which has been completed from data more lately received.

NOTES AND OBSERVATIONS.

For the sake of convenience, the years in the table will be divided into different periods:

First period, from 1790 *to* 1804.

The only estimates we have of the amount of specie in the country, and of bank notes in circulation, in this period, are those offered by Blodget in his Economica, for the years from 1790 to 1804, inclusive. He was an ingenious and intelligent man; but his estimates must be regarded as mere conjectures. In those days, no account was taken at the custom-houses of the amount of gold and silver exported and imported; and the banks published no statements of their affairs.

The South American mines yielded, in this period, a fair return, and great part of their produce found its way to Europe through the United States. The suspension of specie payments by the Bank of England in 1797, and the free use of paper money on the continent of Europe, diminished to some extent the demand for specie in the eastern hemisphere, and had a tendency to increase the amount in this country.

The mint at Philadelphia commenced operations in a regular way in 1793. The aggregate coinage of gold and silver from that time till 1804, was $4,138,204 25, or less than $350,000 for each year. The coin in circulation was chiefly Spanish and Portuguese.

In the year 1790, with which Blodget commenced his table, the following named banks were all that were in operation:

Name.	Location.	Capital.	Began operat'n.
Bank of North America	Philadelphia..	$750,000	1782
Bank of New York	New York....	400,000	1784
Bank of Massachusetts	Boston.....	400,000	1784
Bank of Maryland	Baltimore....	400,000	1790

In the year 1791, the first Bank of the United States was instituted, with a capital of ten million dollars. Except for a short time after its commencement, it issued no notes of a less denomination than ten dollars. During this period, few banks, except perhaps those of New England, issued notes of a less denomination than five dollars.

As a consequence, gold and silver were, as is seen in Blodget's tables, and as is confirmed by other authorities, more abundant than bank notes.

A committee of the United States House of Representatives, Campbell P. White, chairman, say, in a report dated March 17, 1832:

"From 1783 until the late war, (i. e. the war of 1812–'15,) the quantity of gold and silver in circulation was very large—amply sufficient to maintain a salutary degree of regularity in the total amount of currency, and calculated to secure, as far as legal regulations can secure, the very desirable object, that 'every person who has coins of either silver or gold, may easily exchange them for coins of the other metal, and that the people may enjoy the advantages of using either species of coins, according to convenience or pleasure.'"

A committee of the United States senate say, in their "Report on Coins," February 22, 1831:

"It may be affirmed that our currency, at the adoption of the Constitution, was almost entirely composed of gold and silver money: the Bank of North America was in operation, but its notes had not likely much circulation. In 1791, the first Bank of the United States was instituted; but it is presumed that its issues were neither very great, nor perhaps intended to be of that denomination which passes into wide circulation, as General Hamilton, who projected that institution, was of opinion that 'bank circulation is desirable rather as an *auxiliary* to, than as a *substitute* for, that of the precious metals. It is believed that, so lately as the year 1800, coin constituted the bulk of the circulation, and was the chief instrument used for effecting exchanges of small amount.' Bank notes were rarely seen south of the Potomac, or west of the mountains; and having had probably a restricted circulation in the interior of any State, it is not unlikely but that the people of the United States, until that period, (banks being too few and distant to be used as general depositories,) did enjoy the advantage of "using either species of coins, according to convenience or pleasure."

A Virginia writer gives the following account of those times:

"From the adoption of the federal Constitution in 1787 down to 1804, banks were unknown in Virginia, with the exception of a branch of the old United States Bank in Norfolk, about 1799 or 1800. The paper of this bank scarcely found its way into the interior of the country; and it may be truly said, the currency of the country was metallic. Until the year 1798, no people enjoyed more happiness or prosperity than the people of the United States, nor did any country ever flourish more within the space of time. The desk of every agriculturist in Virginia had some gold or silver to spare, if he was a prudent, industrious man; or he had something like money to spare in the hands of his merchant, who, in the days of which I am speaking, acted as a banker to his prospering customers. Nor was any interest paid upon such moneys as might be deposited in the hands of the merchant; because both planter and merchant considered themselves accommodated by the arrangement; the planter in having his money safely kept for him till he wanted to use it, and the merchant in having the use of the money until it was called for. Under such circumstances none will doubt the happy condition of both planter and merchant; and if the view be somewhat extended, it will be found that this state of prosperity was not confined to one or two classes of society, but extended to all. The man embarrassed might readily sell something and to advantage, to pay his debts. The currency of the country, being specie, was widely scattered through the land, and in diversified hands, so that its concentration at any particular point was impossible; and consequently its removal from the country could not happen to any great extent.

"I know there are many who, in order to effect present objects, insist that commerce could not be carried on without the aid of banks. To this I answer, how was commerce carried on before we had banks? Will anybody deny there was any commerce in the country at that time? No one will be found hardy enough to take this ground; for every intelligent man of forty years knows that before there were any banks in Virginia the foreign commerce of the country was greater than it has ever been since, and the country far more prosperous. Nor was there the least inconvenience in transmitting money from one point to another through the merchants, whose credit *then* was as good as the credit of the banks now, if not better. Banks have destroyed the credit and confidence which men had in one another.

"No people had more cause to rejoice than the people of Virginia; but, alas, the banks came, and all things became changed. Like the Upas tree, they have withered and destroyed the healthful condition of the country, and inflicted on the people political and pecuniary diseases of the most deadly character."

According to Blodget, the number of banks, and the amount of their authorized capital, in the different years of this period, was as follows:

Years.	No. of banks.	Capital authorized.
1790	4	$1,950,000
1791	6	12,950,000
1792	16	17,150,000
1793	17	18,000,000
1794	17	18,000,000
1795	23	19,000,000
1796	24	19,200,000
1797	25	19,200,000
1798	25	19,200,000
1799	26	21,200,000
1800	28	21,350,000
1801	31	22,400,000
1802	32	22,600,000
1803	36	26,000,000
1804	59	39,500,000

But a small part of the capital of the State banks was paid in, so that, probably, during the greater part if not the whole of this period, the capital of the first Bank of the United States exceeded the paid up capital of all the State banks put together.

According to a table which Mr. Woodbury, as Secretary of the Treasury, appended to his report on the banks, of January 4, 1837, the banks were, in different intervals of this period, distributed as follow:

States.	1792.		1801.		1805.	
	No. of banks.	Capital authorized.	No. of banks.	Capital authorized.	No. of banks.	Capital authorized.
Maine			1	$300,000	5	$1,100,000
New Hampshire	8	$400,000	1	400,000	7	,100,000
Massachusetts	2	2,200,000	6	3,850,000	18	7,425,000
Rhode Island	1	400,000	5	1,070,000	12	1,728,000
Connecticut	1	500,000	5	2,000,000	5	2,000,000
New York	2	1,260,000	5	4,720,000	7	5,430,000
New Jersey					2	1,000,000
Pennsylvania	1	2,000,000	2	5,000,000	3	7,000,000
Delaware			1	110,000	1	110,000
Maryland	1	500,000	2	1,600,000	4	5,800,000
District of Columbia	1	500,000	2	1,500,000	3	2,000,000
Virginia					1	1,500,000
North Carolina					2	450,000
South Carolina	1	675,000	2	3,000,000	2	3,000,000
Louisiana					1	500,000
Kentucky					1	150,000
Ohio					1	200,000
Total of State banks	11	8,935,000	32	23,550,000	75	40,493,000
United States bank	1	10,000,000	1	10,000,000	1	10,000,000
Total	12	18,935,000	33	33,550,000	76	50,493,000

Second period, from 1804 *to* 1812.

In a copy of his Economica, at present in the Register's Office, Mr. Blodget inscribed in his own handwriting estimates of the amount of bank notes in circulation, and of the amount of specie in the country in 1805, 1806 and 1807. There are inserted in the table, together with an estimate made by Mr. Gallatin in 1830–'31, of the amount of notes in circulation and of the specie in the banks at the commencement of 1811. They are the only estimates on record, or at least the only ones worthy of attention, of the amount of specie and bank notes in this period.

At this time the mines of the precious metals were very productive. "The annual supply of the mines of America, Asia and Europe," says Gallatin, "reached its highest point in the years 1803–1810, and amounted then to fifty millions of dollars, or to about one and one fourth per cent. of the whole quantity of the precious metals then existing in Europe and America." A goodly portion of this treasure reached the United States, but a very great part of it was exported, almost as soon as imported, to China and the East Indies. There was little demand for it in England, as inconvertible paper was then the money of that country.

The coinage of gold and silver at the mint at Philadelphia amounted, from 1805 to 1813, to a little more than eight millions, or an average a little more than $900,000 a year. The coins in use continued to be chiefly Spanish and Portuguese.

Notes of a less denomination than five dollars were in free use in New England, and perhaps in parts of New York and New Jersey; but not much in the other States. The Bank of North America is, it is believed, the only bank in Pennsylvania that issued dollar notes. The Bank of the United States issued no notes of a less denomination than ten dollars.

The charter of this last named bank expired in March, 1811. According to a report made by Mr. Gallatin, as Secretary of the Treasury, in March, 1809, the *average* amount of the circulation of this bank and its branches was four millions and a half of dollars, while the average amount of specie in its vaults was five millions. At that particular time, the specie in the vaults of the bank and its branches exceeded the average by several million dollars.

Mr. Crawford says in his report of February, 1820:

"From a return of a former Bank of the United States, made to the treasury in 1808, it appears that with $15,300,000 of specie it circulated only $4,787,000 of notes. Another return made in 1810 shows that its condition was not materially changed."

The policy of the banks in New England was widely different. They pushed their issues to the very limits of their credit, some of them issuing notes for even fractional parts of the dollar. The result was, that there was in 1808–'9 a grand explosion among the banks of New England, by which most of them were shattered, and some of them totally destroyed.

The directors of the Bank of South Carolina, in a report dated October 1, 1819, give the following view of the condition of the banks up to 1812:

"During a long period of that revolution which, for a quarter of a century, has convulsed and desolated Europe, the United States enjoyed the great advantages of a neutral nation. As long as a state of war existed between Spain and Great Britain, the citizens of this country became the carriers and commercial agents of Spain, and nearly all the metallic treasure of Mexico passed through our hands. During this period gold and silver were abundant, and there existed no difficulty in procuring specie for any demand, and to any amount, which our financial and commercial arrangements required. The vaults of our banks are said to have overflowed with silver. From the peace of Amiens, (in 1801,) however, this influx of silver abated; our commerce with the Spanish colonies, which had been the accidental result of war, declined; and the wealth of that country was restored in a great measure to its current channels; and when the invasion of Spain by Bonaparte, in 1808, threw that ill-fated country and her colonies into the arms of Great Britain, a new direction was given to their treasure, and almost a new monopoly created for their commerce. At the commencement, the embargo (which our disputes with the European powers induced our government to impose on our commerce) began to act with great effect on the specie capital of the country; for, when our produce could be no longer exported, all who had any engagements to meet in foreign countries, all to whom remittances abroad were advantageous, if not indispensable, transmitted specie as the commodity most easily concealed and transported. From this time the amount of specie rapidly diminished. The unsettled state of our commercial and political regulations with foreign powers, during the three succeeding years, prevented a new accumulation, and soon after our declaration of war against Great Britain, in 1812, the banks throughout the middle and southern States, which for some years had been paying specie reluctantly and sparingly, suspended altogether their specie payments."

Third period, from 1812 *to* 1820.

1812. War with Great Britain declared in June, and an attempt made to carry it on by loans of bank credits and bank notes.

1813. The banks of the middle States lend liberally to government, and as a consequence increase their issues. The banks of the New England States lend sparingly, if at all; and by diminishing their issues cause specie to flow from the other States into New England. Part of this is exported in payments for foreign goods.

1814. The banks in the middle States continue to lend their notes and credits to government, and specie continues to flow into New England, whence part of it is exported. There is also an export of specie through Amelia island, on the coast of Florida, adjoining Georgia. In August, the banks of New York, Philadelphia and Baltimore suspended specie payments, and the suspension became general throughout the Union, with the exception of the banks of New England. Through the residue of the year, specie bore a premium of from 14 to 20 per cent. in the bank notes of the large cities of the middle States.

1815. The news of peace was received in February, only six months

after the suspension of specie payments, and specie, which had been at New York at 15 per cent. premium in January, fell immediately to 2 per cent. But the banks did not resume specie payments, and instead of diminishing their issues, increased them, being encouraged therein by the United States government, which continued to receive their inconvertible paper in payment of public dues. From June to December, specie was at New York, Philadelphia and Baltimore, at various rates of premium, from 9 to 22½ per cent.

The exports of specie increased, not so much to England, which continued to use inconvertible paper, but to the East Indies, China, and other countries. The author of a pamphlet, signed Publicola, published at New York in 1815, says: "Those who believe that bank paper is redundant, may fairly urge that the report of the real scarcity of specie has been industriously circulated; that it was as firmly maintained four months since as at the present moment; and, in the interim, upwards of six million dollars have been exported. Certain English houses in New York and Baltimore can corroborate this fact."

1816. The banks continue to issue abundantly, and the export of specie continues accordingly. In July, American coin was at 16 to 17 premium at Philadelphia, and Spanish at 18 to 18½. Afterwards, chiefly in consequence of a resolution of Congress, prohibiting the receipt of inconvertible paper in payment of public dues, after the 20th of Februray, 1817, there is a reduction of the amount of paper in circulation, and a fall in the premium on specie. It was at Philadelphia at 6 to 7 per cent. premium in December. The coinage of gold and silver this year was only $28,000. In 1815 it was only $20,000.

1817. The Bank of the United States opened its doors at Philadelphia, January 1. By the 20th of February there was a partial resumption of specie payments. The banks in some of the States diminished their issues considerably. But the vacuum thus created was fully supplied by the United States Bank, so that at the close of the year there appears to have been as much paper in circulation as at the beginning.

1818. In the spring of this year the local bank mania reached its height. More than two hundred new banks appear to have been projected in various parts of the Union. The united issues of the United States Bank and of the local banks drove specie from the country in large quantities. The directors of the United States Bank strove to arrest this evil by *forced* importations of specie. Between July, 1817, and July, 1818, upwards of seven millions were imported at a cost to the bank of about $500,000; but as the original cause of the efflux, namely, an excess of paper currency, continued to operate, those millions went out of the country almost as fast as they came in. "I myself have seen," said William Jones, the first president of the United States Bank, "a detailed statement of five million dollars exported from the ports of Boston and Salem alone in twelve months, and from this data the aggregate amount exported in twelve months from the United States could not have been in the same period short of twelve millions of dollars."

The directors of the Bank of the State of South Carolina say: "In the first six months of 1818, it is probable that upwards of $800,000

in specie were thrown into general circulation in the city of Charleston. It is probable that by the first of November in that year not $50,000 remained in the State; we are confident that not $10,000 could have been found in the city of Charleston."

1819. During this year the contraction began in July, 1818, was continued, and multitudes of banks and individuals were broken. The amount of paper currency was greatly reduced, and yet specie did not flow into the country in any great quantities. This appears to have been owing chiefly to the following causes:

First. The diminution in the supply from the mint in South America. From 1803 to 1810 they had yielded, according to Gallatin, fifty millions a year; from 1811 to 1830, embracing the period now under consideration, they, according to the same authority, yielded only twenty-seven millions a year.

Secondly. The preparations making for the resumption of specie payments by the Bank of England. These greatly increased the demand for the precious metals in Great Britain.

Thirdly. The efforts made by some of the governments of Europe to supplant their paper currencies with specie. The gold and silver imported by Austria and Russia, with that view, are said to have amounted, in one year alone, (1818,) to nearly one hundred million dollars.

1820. This year was much as 1819; but, towards the close of it, the banks settled down into what Mr. Niles, in his Register, calls "a state of regularity," but the effects of the disorderly banking of previous years were severely felt through the land.

According to Mr. Crawford's computation, the whole amount of specie in circulation at the commencement of 1820 was only four millions and a half.

Of the amount of bank circulation, and of specie in the vaults of the bank, for any of the years of this period, we have no estimates, except those made by Mr. Crawford in 1819–'20, and those made by Mr. Gallatin in 1830–'31.

As Mr. Gallatin had fuller data to guide him, his estimates are inserted in the table.

Mr. Crawford's estimates are as follows, in round millions:

	Capital.	Specie in the bank.	Circulation.
	Millions.	*Millions.*	*Millions.*
1813	65	28	62 to 70
1815	88	16½	99 to 110
1819	125	21	45 to 53

Mr. Gallatin is confident that the amount of bank note circulation could not have exceeded thirty millions in 1811, forty-seven millions in 1815, and seventy millions in 1816, and he believes that the amount was but little below forty-five millions in 1819–'20. Yet he thinks these variations in the country quite sufficient to cause all the

pecuniary and commercial evils with which the country was afflicted for many years after the close of the war.

According to the table appended to Mr. Woodbury's report of January 4, 1837, the banks were, just before the commencement of and at different intervals of this eventful period, distributed among the States as follows. Their capital is "estimated."

State.	January, 1811.		January, 1815.		January, 1816.		January, 1820.	
	Number of banks.	Capital.	Number of banks.	Capital.	Number of banks.	Capital.	Number of banks.	Capital.
Maine	6	$1,250,000	8	$1,380,000	14	$1,860,000	15	$1,654,900
New Hampshire	8	815,250	10	941,152	10	998,121	10	1,005,276
Vermont	....	....	....	....	....	....	1	44,955
Massachusetts	15	6,292,144	21	11,050,000	26	11,650,000	28	10,485,700
Rhode Island	13	1,917,000	14	2,027,000	16	2,317,320	30	2,982,026
Connecticut	5	1,933,000	10	3,655,750	10	4,017,575	8	3,689,337
New York	8	7,522,760	26	18,946,318	27	18,766,756	33	18,988,774
New Jersey	3	739,740	11	2,121,932	11	2,072,115	14	2,130,949
Pennsylvania	4	6,153,150	42	15,068,818	43	15,384,597	36	14,681,780
Delaware	1	110,000	5	996,990	5	974,500	6	974,900
Maryland	6	4,895,202	17	7,832,002	20	8,406,782	14	6,708,131
District of Columbia	4	2,341,395	10	4,078,295	10	4,294,013	13	5,525,319
Virginia	1	1,500,000	4	4,121,097	12	4,512,177	4	5,212,192
North Carolina	3	1,576,600	3	1,576,600	3	2,776,600	3	2,964,887
South Carolina	4	3,475,000	5	3,730,900	5	3,823,758	5	4,475,000
Georgia	1	210,000	2	623,580	3	1,502,600	4	3,401,510
Alabama	....	....	....	....	....	....	3	469,112
Louisiana	1	754,000	3	1,432,300	3	1,422,300	4	2,597,420
Mississippi	....	....	1	100,000	1	100,000	1	900,000
Tennessee	1	100,000	2	212,962	4	815,281	8	2,119,782
Kentucky	1	240,260	....	959,175	2	2,059,000	42	8,807,431
Missouri	....	....	....	....	....	....	1	250,000
Illinois	....	....	....	....	....	....	2	140,910
Indiana	....	....	....	....	....	....	2	202,857
Ohio	4	895,000	12	1,434,719	21	2,061,927	20	1,797,463
Total of State banks	88	42,720,601	208	82,259,599	246	89,822,422	307	102,210,611
United States Bank	1	10,000,000	....	....	....	....	1	35,000,000
Total	89	52,720,601	208	82,259,599	246	89,822,422	308	137,210,611

Fourth period, from 1820 *to* 1830.

The only estimate we have of the amount of paper circulation in this period, after the commencement of the year 1820, is that of Mr. Gallatin for the 1st of January, 1830. The increase of the number of banks, in these ten years, was, according to the same authority, only twenty-two, of their capital only eight millions, and of their circulation only sixteen millions and a half; yet, from the accounts of such of the banks as have made returns, and from the evidence of contemporary writers, there were, in this period, ruinous fluctuations in the amount of our paper currency.

With the year commencing October 1, 1820, the usage began of requiring at the custom-houses accounts of the amount of gold and silver imported and exported.

In the two years ending September 30, 1822, according to these accounts, the export of gold and silver exceeded the imports in nearly ten millions. This was a heavy drain from a country in which there was, in 1820, according to Mr. Crawford, only four and a half millions in circulation, and, according to Mr. Gallatin, less than twenty millions in the banks.

The main cause of this great drain was the resumption of specie payments by the Bank of England in 1821, with the simultaneous suppression in that country of all notes of a less denomination than five pounds sterling.

"During the four years which immediately followed the resumption of specie payments in England," says Mr. Gallatin, "that occurrence caused an extraordinary demand of more than twenty millions sterling in gold, or about twenty-four millions of dollars a year, being near three times as much as the annual supply of that metal; and this demand was met without any difficulty or sensibly enhancing the price of gold," i. e., as estimated in silver.

England, being the oreditor of all the world, did not find it very difficult to collect as much gold as she wanted; but the demand pressed heavy on the United States, a debtor country. During this pressure our gold coins all left us.

After this pressure abated, others, having their origin in various causes, took effect, so that, although in the eight years ending with September 30, 1828, the imports of gold and silver were upwards of fifty-three and a half millions, they were exceeded by the exports in the sum of nearly eleven millions.

Mr. John White, the cashier of the Branch Bank of the United States at Baltimore, in a letter dated February 15, 1830, and addressed to Mr. Ingham, Secretary of the Treasury, gave the following striking view of the condition of things in this and part of the preceding period:

"Congress fixed the relative value of gold at one for fifteen of silver; and, under the natural presumption that gold and silver coin would compose a portion of the general circulation, it has also been enacted that a tender of either of these metals should be the only legal mode of discharging obligations. *In practice, however, and in fact, our currency consists altogether of paper.* In this State, (Maryland,) and in Pennsylvania, Virginia, and perhaps some others, the fractional parts of a dollar circulate in sufficient quantity to purchase with coin marketing, or other low priced necessaries; but in the Carolinas, Georgia, and all that great district eastward of Pennsylvania, comprising the States most distinguished for commerce and manufactures and for wealth, there is no transfer of the value of the established unit that is not effected by paper; this bank paper is sustained by public confidence, on a specie basis, considered sufficient to liquidate balances accruing among the several States, and to supply the demands of foreign commerce. * * * * *

"The banks, which furnish the circulating medium, find their interest, as they conceive, in sustaining the necessary issues by the smallest amount of metallic coin, consistent with their ideas of efficiency and safety. * * * * * *

"It is a practical truth, uniformly realized, that paper and coin,

of the same denomination, will not circulate *together;* and my assent to the correctness of that principle convinces me that the laudable intention of the committee of the Senate, in recommending the coinage of dollars, with the view of improving the currency, by placing and maintaining them in general circulation, will, without doubt, be entirely frustrated in all those States where notes of one dollar are issued. Entertaining the opinion that the banking system, judiciously administered, confers many and important advantages upon commercial and manufacturing communities, and conceiving also that the progress in prosperity of every nation is intimately interwoven with a wise regulation of pecuniary concerns, I have been accustomed to advert with interest to all important vicissitudes.

"Looking back to the peace of 1815, a short period, fresh in the memory of every man, the wretched state of our currency for the two succeeding years cannot be overlooked. The disasters of 1819, which seriously affected the circumstances, property, and industry of every district of the United States will be long recollected. A sudden and pressing scarcity of money prevailed in the spring of 1822. Numerous and very extensive failures took place at New York, Savannah, Charleston, and New Orleans in 1825. There was a great convulsion among banks and other moneyed institutions in the State of New York in 1826. The scarcity of money among the traders in that State, and eastward, in the winter of 1827 and 1828, was distressing and alarming. Failures of banks in Rhode Island and North Carolina, and amongst the manufacturers of New England and of this State, characterize the last year; and intelligence is just received of the refusal of some of the principal banks in Georgia to redeem their notes with specie; a lamentable and rapid succession of evil and untoward events, prejudicial to the progress of productive industry, and causing a baneful extension of embarrassment, insolvency, litigation, and dishonesty, alike subversive of social happiness and morals. Every intelligent mind must express regret and astonishment at the occurrence of these disasters in tranquil times and bountiful seasons, amongst an enlightened, enterprising, and industrious people, comparatively free from taxation, unrestrained in our pursuits, possessing abundance of fertile lands and valuable minerals, with capital and capacity to improve, and an ardent disposition to avail ourselves of the advantages of those great bounties.

"Calamities of an injurious and demoralizing nature, occurring with singular frequency, amidst a profusion of all the elements of wealth, are well calculated to inspire and enforce the conviction that there is something materially and radically erroneous in our monetary system, were it not that the judgment hesitates to yield assent when grave, enlightened, and patriotic senators have deliberately announced to the public, in a recent report, that 'our system of money is in the main excellent, and in most of its great principles no innovation can be made with advantage.'"

In 1829 and 1830, the last two years of this period, the imports of gold and silver exceeded the exports in the sum of nearly eight millions and a half of dollars, exhibiting a remarkable contrast with the preceding eight years.

This excess in the imports of gold and silver appears to have been owing mainly to the following causes:

First. The measures taken by Virginia, Maryland, and Pennsylvania for suppressing the circulation of small notes within the bounds of those States. The act of Pennsylvania, which proved most effective, went into full operation January 1, 1829.

Secondly. A practice adopted by the Bank of the United States of drawing bills on England for the accommodation of the merchants engaged in the trade with China and the East Indies. Previous to this the usage had been to export silver directly to China and the East Indies in payment for our imports from those countries. The new system of bill drawing, adopted by the United States Bank, deferred, though it did not remove, the demand for specie for exportation.

Fifth period, 1830 *to* 1837.

Near the commencement of this period estimates were made by a committee of the Senate, of which Mr. Sandford was chairman, and by Mr. Taney, as Secretary of the Treasury, of the amount of specie and bank notes in circulation; but as these estimates had reference to an average of years, rather than to any particular year, it is thought best to insert them in the notes rather than in the table, as, without the explanations offered by the authors, they might mislead the reader.

Mr. Sandford says in his report of December 15, 1830:

"The coins now in the United States, and the bank notes now circulating, are estimated to amount to about 100 millions of dollars. The coins are estimated to amount to about 23 millions of dollars, of which sum it is estimated that about 15 millions of dollars are held by the banks, and about 8 millions of dollars in circulation among the people. The bank notes in circulation are estimated to amount to about 77 millions of dollars. The sum of 15 millions of dollars of coin is the estimated *average* of the coins held by the banks. The banks in the principal seaports have, at this time, an increased quantity of coin."

A committee of the House of Representatives, of which Mr. Campbell P. White was chairman, in a report dated March 17, 1832, made an estimate that the circulation of the banks had increased, from January 1, 1830, to March, 1832, in the ratio of nearly fifty per cent., without any increase of the specie in their vaults. To guide them in this estimate they had returns from the United States Bank, and from the banks in Massachusetts, Rhode Island, New York, and Pennsylvania.

Mr. Tany, Secretary of the Treasury, offers the following observations in a special report, dated April 15, 1834:

"Judging from the best information which the department has been able to obtain, the paper of the various banks (including the Bank of the United States) in circulation in *ordinary* times, amounts to at least 80 millions of dollars. Of this sum the Bank of the United States furnishes generally less than 20 millions, and the various State banks more than 60 millions; the specie in the vaults of the same

banks, to support these extended credits, does not, probably, exceed 25 millions.

"In estimating the amount of specie, I confine myself to the coin supposed to be in possession of the banks. In some of the States the circulation of notes below five dollars is prohibited by law, and in those States there is a considerable amount of specie passing from hand to hand, and forming a part of the ordinary circulation. It does not, however, probably exceed four millions.

"Gold and silver will never circulate where banks issue notes which come in competition with them; for it will invariably happen that when the circulating medium is composed of different kinds of money, and one of them is less valuable than the other, but not sufficiently depreciated to be discredited, the inferior will, after a time, become the general currency, and the more valuable will entirely disappear.

"This is obvious in the States where the banks issue notes as low as one dollar; for silver dollars are never found in circulation where paper ones are freely issued by the banks. In order, therefore, to bring the precious metals into use, the rivalship of paper must be *effectually* taken away. *We must not only remove the notes of the Bank of the United States, but also those of the State banks.*"

A select committee of the Senate, in a report on coins, dated February 21, 1831, and a select committee of the House, in a report on the same subject, and of the same date, both estimate the amount of silver in circulation at five millions of dollars. This is one million less than the estimate of Mr. Taney offered in 1834, and five millions less than Mr. Gallatin's estimate for 1830.

On the 10th of July, 1832, the House of Representatives, on motion of Mr. Wild, of Georgia, adopted a resolution directing the Secretary of the Treasury to lay before the House, at the next and each successive session of Congress, the best accounts he could collect of the condition of the banks throughout the Union. This was the first and the only action ever taken by either branch of Congress to have the accounts of the banks collected annually and regularly arranged.

From the reports made under this resolution, and from a report made by the clerk of the House in 1834, have been inserted in the table the amount of notes in circulation, and the amount of specie in the vaults of the banks, in the different years from 1834 to 1855, inclusive.

In 1831, the exports of specie exceeded the imports in the sum of $1,708,986. In 1832, there was a small excess of imports, viz: $251,164. Without looking further, the causes for this may be found in the great increase of paper currency adverted to in Campbell P. White's report.

In the next four years, 1833 to 1836, inclusive, the imports of gold and silver exceeded the exports in the enormous sum of $36,023,759, being as much and more than half as much again as, according to the report of the senatorial committee of 1830, was the average of the whole amount in the country.

This great increase in our stock of the precious metals was owing chiefly to the following causes:

1. The increasing productiveness of the mines of the precious metals

in various parts of the world, particularly in the gold mines of Russia and the silver mines of Mexico.

2. A succession of good harvests in England, which enabled the banks of that country greatly to increase their issues. This raised the price of cotton and of other American products, and thus increased our ability to buy gold and silver abroad. At the same time English capitalists increased in various ways the credits they granted to the people of the United States.

3. The measures taken by Gen. Jackson to have the amount of our foreign indemnities brought home in gold.

4. The "specie circular," which forbade aught but gold and silver to be received in payments for the public lands.

5. The act of Congress of 1834 provides for a new issue of gold coins, and correcting the under-valuation of gold at the mint.

6. The increased supply of gold from our own mines in the southern States. From 1804 to 1829, a period of twenty-six years, the whole amount was only $296,000. From 1830 to 1836, the amount was $4,595,000. This was so much in addition to the imports.

7. An increase of our trade with Mexico and a decrease in the exports of the precious metals to the East Indies and China. From 1821 to 1827, a period of seven years, these exports to China alone were $25,202,521, being on an average $3,600,000 a year. From 1828 to 1836, a period of nine years, they were only $4,428,999, or an average of $472,111 a year.

8. The acts passed by nearly all the States (unfortunately soon repealed by most of them) to prohibit the circulation of small notes.

9. The loans to the amount of twenty million dollars, negotiated in Europe by the United States Bank, in order to sustain itself in its operations, after so much of its capital as consisted of public stock had been redeemed by the government.

10. The rates abroad of State stocks and other securities, with the view of obtaining the means of making railroads and canals.

11. The desire to establish new banks, which led, especially in South Carolina and Louisiana, to importations of specie, expressly with this object.

12. The war between the United States Bank and the deposit banks, which made it politic, not only to the parties immediately concerned in that war but to all the banks in the country, to increase their reserve of specie.

The House committee of 1832, of which Mr. C. P. White was chairman, speaking of the liability of banks to redeem their notes with specie, say:

"This liability is a powerful restraint on issues during an *adverse* balance of payments with foreign nations; but at all other times it is *nominal*. There is no example in history of a currency similar to that of the United States. It is bank notes *issued without restraint*, except when a high rate of foreign exchange prevails."

On whatever side may have been the balance of *trade* or the balance of *debt*, the balance of *payment* was, during these years, greatly in favor of the United States. The bank, consequently, issued notes "without restraint." Each import of specie increased the issue of notes by the old banks, and each increased issue of paper

led to the establishment of new banks; the result was that the State banks, which, according to Mr. Gallatin, had, in 1830, numbered only 329, with a capital of 110 millions, increased, according to the treasury reports, by the 1st of January, 1837, to 624, or, including branches, to 788, with a capital paid in of 290 millions. In 1830 there were no local banks in operation in either of the States of Kentucky, Indiana, Illinois, Missouri, or Arkansas, only one in Tennessee, one in Mississippi, two in Alabama, four in Louisiana, eleven in Ohio, and one in Michigan. In all the western and south-western States there were, in 1830, only eighteen banks, with capitals amounting to $9,462,268. By the 1st of January, 1837, the number of banks in these States was increased to 161, including branches, with paid up capitals of the amount of $88,699,974.

In May, 1836, the Bank of England found it necessary to change its policy, and require payments from the "American houses," to whom it had, up to this time, granted credits so abundantly. So powerful an impetus, however, had been given to the banking movement in the United States, that notwithstanding this check, the banks continued to increase in numbers and in the amount of their issues.

While things were in this condition, the Congress of the United States passed an act to take "the surplus revenue" from the selected banks and deposit it with other banks and with "the States." If the "surplus revenue" had existed in the form of "surplus specie," in the vaults of the banks, the measure would have been a wise one. But the "surplus revenue" never had any existence, except in the form of inscriptions of credit on the books of the banks. These bank credits Congress ordered to be suddenly and violently transferred from bank to bank, and from place to place, without any regard to the laws of trade.

The combined action of the Bank of England, and of the Congress of the United States, was too much for the banks, as if by common consent they all stopped specie payments in May, 1837.

Sixth period, from 1837 *to* 1843.

During the residue of the year 1837, specie bore a premium at Philadelphia, of various rates, up to 12 per cent., and the notes of the banks of the different States were at various and fluctuating rates of discount, in some instances as much as 20 per cent., when measured, not in specie, but in the paper of the Philadelphia banks.

The banks of the city of New York immediately took measures for the resumption of specie payments at the earliest day possible. But the banks to the south and west adopted an opposite course of policy. In the course of the year, there was, according to the treasury reports, an increase of forty-one in the whole number of the banks and their branches.

The supply of specie in the various markets of the world being abundant, the imports of the precious metals exceeded the exports, in 1837, in the sum of more than four millions, and in 1838 in the sum of more than fourteen millions. In the two years ending on the 30th of September, 1838, the stock of specie in the country was, according to the custom-house books, increased in the amount of nearly nineteen

million dollars. The main cause of this increase was the action of the New York banks in restricting their own issues, and thereby those of the banks of New England and of some of the other States. Part of these imports of gold were from shipments made by the Bank of England, with the express view of enabling the American banks to resume specie payments.

In May, 1838, the New York banks resumed accordingly, and their conduct was immediately imitated by the banks of New England.

In August, 1838, the banks of Philadelphia professed to resume specie payments, and by the first of January, 1839, there was at least a *nominal* resumption throughout the Union.

In little more than a year, or on the 9th of October, 1839, the banks of Philadelphia suspended specie payments for the *second time*, and were followed therein by all the banks to the south and west of that city, and also by the banks of West Jersey and Rhode Island. The bank of the State of Missouri did not, indeed, stop payment on its own notes; but, as it traded on the notes of other western banks, it became an issuer of inconvertible paper. The banks of Rhode Island soon resumed specie payments. The banks of South Carolina resumed in June or July, 1840. All the other banks, to the south and west of New York, (with the exception of those of East Jersey and a few others scattered in different places,) refused to pay specie on demand.

After this second suspension had lasted for about fifteen months the banks of Philadelphia made another effort to resume specie payments, but continued it for only twenty days, namely, from January 15 to February 4, 1841. They then, for the *third* time, suspended specie payments, and did not resume them effectively till the 18th and 19th of March, 1842.

During the years 1838, 1839, 1840, 1841, and part of 1842, the notes of the banks to the south and west of New York were at various rates of discount, from 1 to 5, to 10, to 15, and even to 80 per cent.; and specie bore various rates of premium, up to 14 per cent., as measured in Philadelphia paper.

The number of banks and their branches, the amount of capital paid in, and of notes in circulation, near the 1st of January in each of these years, was, according to the treasury reports, as follows:

	No. of banks.	Capital paid in.	Circulation.
		Millions.	*Millions.*
January 1, 1837	758	290	149
" 1838	829	317	116
" 1839	840	327	135
" 1840	907	363	107
" 1841	784	313	107
" 1842	692	260	83
" 1853	691	228	58

From this it appears that, for several years after the general suspension of specie payments in May, 1837, the banks continued to increase in number and in the amount of their capital paid in.

Between the first of January, 1837, and the first of January, 1838, they reduced their circulation from 149 to 116 millions, and in the year 1838 the specie imports exceeded the exports in upwards of 14 millions. Between the 1st of January, 1838, and the 1st of

January, 1839, they increased their issues from 116 to 135 millions, and then the exports of specie exceeded the imports in the sum of upwards of three millions.

The resumption of specie payments by the banks of Philadelphia, in March, 1842, was a *coerced* one, suddenly brought about by the action of the legislature of Pennsylvania. The alternative was presented to them of resuming, or else of issuing an additional amount of small notes, called "relief notes," in aid of the State's finances. The banks had not made suitable preparations for resuming; but they chose to make the attempt, rather than be more deeply involved in the fiscal embarrassments of the State government.

The resumption of specie payments by the banks to the south and west of Pennsylvania was also a *coerced* one, but brought about more by force of public opinion than by legislative action.

Having made no suitable preparations for resuming, they were forced to make sudden and great reductions in the amount of notes issued and credits granted. The distress thus produced reached its highest point in September, 1842, when there was a tremendous convulsion among the banks at New Orleans, the effects of which were not confined to the south and west, but were felt throughout the Union, not excepting those States in which specie payments had been sustained since May, 1838.

On the 1st of January, 1837, when the banks all professed to pay specie, their circulation was, according to the treasury tables, 149 millions. By the 1st of January, 1843, it was reduced to 58 millions, or, making allowance for a few banks for which no returns were received, about 60 millions. In the short period of six years, the bank currency was reduced considerably more than one half.

A ruinous fall of prices was the consequence, and many business men found it impossible to comply with the engagements they had entered into on the previous paper money inflation.

Some parts of the country were left for a time without any circulating medium. The bank paper they had used became worthless, and sufficient time had not elapsed for gold and silver to flow in and take the place of the paper.

Seventh period, from 1843 *to* 1855.

The banks, to use a popular speech, did not fairly "touch bottom" till the autumn of 1842, and they remained at the bottom till the spring of 1843. From that time they began to improve in their condition.

Owing to the vacillating conduct of the banks, and to the extent in which specie was supplanted by inconvertible paper, in the four years from 1839 to 1842, the exports of the precious metals exceeded the imports in nearly eight millions and a half. So effective a demand, however, was created for specie by the reduction of bank note circulation in 1842–'43, that, in the nine months ending June 30, 1843, the imports exceeded the exports in the then unprecedented amount of twenty millions.

As the banks of New York and New England (with the exception of a short intermission on the part of the banks of Rhode Island) had *paid* specie regularly after May, 1838, they soon recovered from the

effects of the great revulsion of 1842–'43. The banks in the great tier of grain growing States, extending from New Jersey in the east to Missouri in the west, did not fully recover themselves till 1847, when the great demand for breadstuffs in Europe caused an influx of specie to the amount of upwards of twenty-four millions, and as less than two millions were exported, the balance in favor of the country was upwards of twenty-two millions. The banks in the southern and southwestern States did not fully recover till some years later, when a new demand sprung up for cotton.

According to the treasury tables, the number of banks and branches, the amount of capital paid in, and the amount of notes in circulation, was at the commencement of each year of this period as follows, excepting 1852 and 1853, for which no reports were made:

	No. of banks.	Capital paid in.	Circulation.
		Millions.	*Millions.*
1843	691	228	58
1844	696	210	75
1845	707	206	89
1846	707	196	105
1847	715	203	105
1848	751	204	128
1849	782	207	114
1850	824	217	131
1851	879	227	155
1852	.....	.....	.....
1853	.....	.....	.....
1854	1208	301	204
1855	1307	332	187

From this it appears that from 1843 to 1846 there was a gradual decrease of bank capital, and that though there was afterwards an increase, it was annually so small that the bank capital of 1851 was one million less than that of 1843. In all this time, however, there was an increase of circulation.

The most noted increase was in 1848, when the banks suddenly expanded their issues from 105 to 128 millions. This was the consequence of the prosperous trade of the previous year, 1847. In that year our exports of domestic produce were swelled to 150 millions, being 49 millions more than they were in the year preceding. Fortunately the constitutional treasury system went into operation in 1847. But for the check it imposed the amount of bank issues would have been greatly increased. As it was, the check it imposed was not strong enough. By a necessary reaction in the next year, the bank currency was reduced in the amount of 14 millions, and the exports of specie exceeded the imports in upwards of nine millions.

In 1849, the first considerable deposit of gold from California was made at our mint. Since that time the quantity of gold we have sent to foreign countries has greatly exceeded the amount we have received from them; but, notwithstanding this, our own mines produce so abundantly that the amount of the precious metals in the country has gone on increasing continually, while the amount of paper money has, as a general rule, increased also.

Between 1851 and 1855, a short period, there appears to have been

an increase of four hundred and twenty-six in the number of banks, and of one hundred and five millions in the amount of their capital paid in. This is owing, mainly, to the widening of the specie basis, through the supplies of gold obtained from California and elsewhere, and to the action of the constitutional treasury system in retaining a large portion of that gold in the country, to the large sales of our produce in foreign countries, and to the improved state of our credit abroad, and to the spirit of speculation which has in consequence overspread the land.

Since California and Australia began to pour forth their riches, there have been ruinous fluctuations in the paper currencies of many of the States; but the only backward movement in the banking interest generally was that which took place between January 1, 1854, and January 1, 1855, when the bank circulation was, in defiance of an increase of thirty-one millions in bank capital, reduced from two hundred and four millions to one hundred and eighty-seven millions. This was a natural reaction, the result of many banks having lent their circulating credit for a purpose to which their circulating credit is not adapted, namely, making railroads and other *permanent* improvements. The reaction was more sensibly felt, owing to the war in the East having caused capital to flow from Europe to Asia, instead of taking its natural course from Europe to America.

Such "squalls in the money market" as we had in 1854 are inseparable from a system which, as it rests on a confidence artificially created and artificially supported, is liable to be affected by every great change that takes place in the political or commercial world, if not by every wind that blows. But so long as the constitutional treasury system is faithfully administered, it may, at least, be hoped that we shall escape such awful tornadoes as occurred in previous periods of our history.

If it should ever be the wish of the community to enjoy the advantages of the banking system without suffering from its disadvantages, the way to effect this object is a very plain one. It is simply to prohibit the issue of dollar notes, and then gradually those of higher denominations. With our own mines and those of other countries, yielding the precious metals in as great quantities as they now do, this object could be readily accomplished, without interfering with the operatons of regular commerce, or even with those of legitimate credit.

General remarks.

To give a complete account of the changes that have taken place in our paper and specie mediums, would be to write a complete history of banking, finance, commerce, and manufactures in the United States, including views of the changes that have taken place in the political and commercial relations of the foreign countries with which we have intercourse, and of the variations in the supply of gold and silver from the mines.

Such a work would employ years, and fill volumes. Even if years of labor were bestowed on it, it would be impossible to state exactly the amount of gold and silver and of bank paper in circulation at any one time in any one year. This is owing chiefly to the following *reasons:*

1st. No attempt has been made in any census to ascertain the amount of gold and silver in the country at any one period, either in the form of coin or that of manufactures, and if any such attempt should be made it would prove unsuccessful.

2d. Previous to 1820–'21 no account was required at the custom-houses of the amount of specie exported and imported.

3d. From prudential reasons many merchants, especially those of foreign origin, are disposed to conceal the amount of their transactions in bullion; and till very lately no effort was made to ascertain the amount of specie brought in by immigrants.

4th. Much silver has been brought in overland from the Mexican dominions. Of the amount we have no returns that can be depended upon.

5th. The annual loss on coin in circulation by abrasion is matter of conjecture.

6th. The amount of the precious metals annually consumed in gilding and plating and other branches of manufactures is not known.

7th. The returns of the mint are no criteria of the amount of coin in circulation; because, for a long period foreign coin constituted a large part of our metallic currency, and, (owing to the free use made of paper money,) the chief business of our mint and its branches has been that of fabricating coins for exportation.

8th. As the banks make their returns on different days, or different hours in the same day, the same pieces of gold and silver may figure successively in the accounts of different banks. In this way one million may be made to appear as two millions, and five millions as ten or fifteen millions.

9th. Previous to the year 1834, no efforts were made by the United States government to collect and arrange annually the returns of the banks. In some years their returns have been very imperfect, the confusion that reigned among them being such, that they apparently hardly knew how to make returns.

10th. The returns of the banks in the different States are made in different months, from January to December. Thus we have not the exact amount of paper circulation on any one day, in any one year.

The estimates of the amount of gold and silver in the country from 1845 to 1854, have been taken from one of the documents appended to the fiscal report of last year. They were formed by taking for granted—

1st. That the amount of gold and silver in the country in 1844 was one hundred millions, as computed in Hunt's Merchant's Magazine.

2d. That it increased or decreased annually, as the amount imported and received from our own mines exceeded or fell short of the amount exported.

3d. That the gold and silver brought in by immigrants and others, and not reported, and that brought in over land from Mexico, would balance the amounts clandestinely exported, and also the amount consumed in manufactures and the annual loss on coin by abrasion.

A rigid examination would probably show that the amount of specie in the vaults of the banks has been less, on the average, and that the amount in possession of the people has been more than is stated in the table; and also that the variations in our paper currency have been much greater than they would appear to have been from the bank returns and estimates.

No. 8.

Gold and silver coinage at the Mint of the United States in the several years from its establishment, in 1792, *and including the coinage of the branch mints and the assay office, (New York,) from their organization to September* 30, 1855.

Years.	Gold.	Silver.	Aggregate.
1793 to 1795	$71,485 00	$370,683 80	$442,168 80
1796	102,727 50	79,077 50	181,805 00
1797	103,422 50	12,591 45	116,013 95
1798	205,610 00	330,291 00	535,901 00
1799	213,285 00	423,515 00	636,800 00
1800	317,760 00	224,296 00	542,056 00
1801	422,570 00	74,758 00	497,328 00
1802	423,310 00	58,343 00	481,653 00
1803	258,377 50	87,118 00	345,495 50
1804	258,642 50	100,340 50	358,983 00
1805	170,367 50	149,388 50	319,756 00
1806	324,505 00	471,319 00	795,824 00
1807	437,495 00	597,448 75	1,034,943 75
1808	284,665 00	684,300 00	968,965 00
1809	169,375 00	707,376 00	876,751 00
1810	501,435 00	638,773 50	1,140,208 50
1811	497,905 00	608,340 00	1,106,245 00
1812	290,435 00	814,029 50	1,104,464 50
1813	477,140 00	620,951 50	1,098,091 50
1814	77,270 00	561,687 50	638,957 50
1815	3,175 00	17,308 00	20,483 00
1816	.....	28,575 75	28,575 75
1817	.....	607,783 50	607,783 50
1818	242,940 00	1,070,454 50	1,313,394 50
1819	258,615 00	1,140,000 00	1,398,615 00
1820	1,319,030 00	501,680 70	1,820,710 70
1821	189,325 00	825,762 45	1,015,087 45
1822	88,980 00	805,806 50	894,786 50
1823	72,425 00	895,550 00	967,975 00
1824	93,200 00	1,752,477 00	1,845,677 00
1825	156,385 00	1,564,583 00	1,720,968 00
1826	92,245 00	2,002,090 00	2,094,335 00
1827	131,565 00	2,869,200 00	3,000,765 00
1828	140,145 00	1,575,600 00	1,715,745 00
1829	295,717 50	1,994,578 00	2,290,295 50
1830	643,105 00	2,495,400 00	3,138,505 00
1831	714,270 00	3,175,600 00	3,889,870 00
1832	798,435 00	2,579,000 00	3,377,435 00
1833	978,550 00	2,759,000 00	3,737,550 00
1834	3,954,270 00	3,415,002 00	7,369,272 00
1835	2,186,175 00	3,443,003 00	5,629,178 00
1836	4,135,700 00	3,606,100 00	7,741,800 00
1837	1,148,305 00	2,096,010 00	3,244,315 00
1838	1,809,595 00	2,315,250 00	4,124,845 00
1839	1,375,760 00	2,098,636 00	3,474,396 00
1840	1,690,802 00	1,712,178 00	3,402,980 00
1841	1,102,097 50	1,115,875 00	2,217,972 50
1842	1,833,170 50	2,325,750 00	4,158,920 50
1843	8,302,787 50	3,722,250 00	12,025,037 50
1844	5,428,230 00	2,235,550 00	7,663,780 00
1845	3,756,447 50	1,873,200 00	5,629,647 50
1846	4,034,177 50	2,558,580 00	6,592,757 50
1847	20,221,385 00	2,374,450 00	22,595,835 00
1848	3,775,512 50	2,040,050 00	5,815,562 50
1849	9,007,761 50	2,114,950 00	11,122,711 50
1850	31,981,738 50	1,866,100 00	33,847,838 50

No. 8—Continued.

Years.	Gold.	Silver.	Aggregate.
1851	$62,614,492 50	$774,397 00	$63,388,889 50
1852	56,846,187 50	999,410 00	57,845,597 50
1853	55,213,906 94	9,077,571 00	64,291,477 94
1854	52,094,595 47	8,619,270 00	60,713,865 47
1855, (to September 30)	41,166,557 93	2,893,745 00	44,060,302 93
Total	385,505,545 34	99,552,404 90	485,057,950 24

F. BIGGER, *Register*.

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 9.

Statement of deposits and coinage at Mint of the United States, branches and assay office, during the fiscal year 1855, (*ending June* 30, 1855.)

DEPOSITS.

Description.	Mint of U. States, Philadelphia.	Branch Mint, N. Orleans.	Branch Mint, San Francisco.	Branch Mint, Dahlonega.	Branch Mint, Charlotte,	Assay office, New York.	Total.
GOLD.							
Foreign coin	$53,827 65	$7,422 42				$144,669 05	$205,919 12
Foreign bullion	258,980 00	6,677 60	$13,568 79			161,193 11	440,624 50
United States coin, (O. S.)	3,117 50					200 00	3,317 50
United States bullion	22,422,498 80	511,164 56	16,142,177 14	$199,123 26	$250,188 06	24,048,985 72	63,574,082 54
Total gold	22,788,418 95	525,464 58	16,155,745 93	199,123 26	250,188 06	24,855,002 88	64,223,893 66
SILVER.							
Deposited, (including purchases)	2,747,769 78	2,546,192 61	88,611 90			89,203 02	5,421,777 31
United States bullion, (parted)	149,848 60	2,389 15	89,145 67			180,008 43	371,386 85
Total silver	2,897,618 38	2,548,581 76	127,757 57			219,211 45	5,793,114 16
RECAPITULATION.							
Total gold	22,788,418 95	525,464 58	16,155,745 93	199,123 26	250,188 06	24,855,002 88	64,223,893 66
Total silver	2,897,613 38	2,548,581 76	127,757 57			219,211 45	5,793,114 16
Total deposits	25,686,032 33	3,073,996 34	16,283,503 50	199,123 26	250,188 06	24,574,214 33	*70,017,007 82
Payable in bars						13,804,845 32	
Payable in coin						10,769,369 01	
						24,574,214 33	

Of this amount about $11,000,000 were redeposited from the assay office at New York and the branch mint San Francisco.

No. 9—Continued.

COINAGE.

Denomination.	Mint of United States, Philadelphia.		Branch Mint, New Orleans.		Branch Mint, San Francisco.		Branch Mint, Dahlonega.		Branch Mint, Charlotte.		Assay office, New York.		Total.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
GOLD.														
Double eagles	623,251	$12,445,020 00	8,000	$60,000	501,150	$10,023,000 00							1,126,401	$22,528,020 00
Eagles	139,387	1,393,870 00	20,000	20,000	75,800	758,000 00							235,187	2,351,870 00
Half eagles	211,056	1,055,280 00					38,176	$190,880	45,653	$228,265 00			294,885	1,474,425 00
Three dollars	73,295	219,885 00	24,000	72,000			1,120	3,360					98,415	295,245 00
Quarter eagles	455,860	1,139,650 00	21,000	52,500			1,613	4,032 50	3,677	9,192 50			482,150	1,205,375 00
Dollars	1,548,751	1,548,751 00	50,000	50,000	12,200	12,200 00	4,746	4,746 00	9,803	9,808 00			1,625,500	1,625,500 00
Fine bars	2,521	8,363,782 95			8	15,199 03					8,509	$10,493,557 12	6,088	18,877,489 10
Unparted bars					2,033	4,789,258 78							2,033	4,789,258 78
Total gold	3,053,121	26,171,188 95	118,000	434,500	591,186	15,547,657 81	45,655	203,018 50	59,133	247,260 50	8,509	10,493,557 12	3,870,604	53,097,182 88
SILVER.														
Dollars	26,000	26,000 00											26,000	26,000 00
Half dollars	1,409,500	704,750 00	3,500,000	1,750,000	36,200	18,100 00							4,945,700	2,472,850 00
Quarter dollars	6,393,000	1,598,250 00	1,288,000	322,000	151,000	37,750 00							7,832,000	1,958,000 00
Dimes	4,725,000	472,500 00	640,000	64,000									5,365,000	536,500 00
Half dimes	3,250,000	162,500 00	1,020,000	51,000									4,270,000	213,500 00
Three cent pieces	410,000	12,300 00											410,000	12,300 00
Total silver	16,213,500	2,976,300 00	6,448,000	2,187,000	187,200	55,850 00	None.	None.	None.	None.	None.	None.	22,848,700	5,219,150 00
COPPER.														
Cents	2,217,647	22,176 47											2,217,647	22,176 47
Half cents	56,500	282 50											56,500	282 50
Total copper	2,274,147	22,458 97	None.	None.	None.	None.	None.	None.	None.	None.	None.	None.	2,274,147	22,458 97
RECAPITULATION.														
Total gold	3,053,121	26,171,188 95	118,000	434,500	591,186	15,547,657 81	45,655	203,018 50	59,133	247,260 50	8,509	10,493,557 12	3,870,604	53,097,182 88
Total silver	16,213,500	2,976,300 00	6,448,000	2,187,000	187,200	55,850 00							22,848,700	5,219,150 00
Total copper	2,274,147	22,458 97											2,274,147	22,458 97
Total coinage	21,540,768	29,169,947 92	6,566,000	2,621,500	778,386	15,603,507 81	45,655	203,018 50	59,133	247,260 50	8,509	10,493,557 12	28,993,451	58,338,791 85

MINT OF THE UNITED STATES, *Philadelphia*, *November* 18, 1855.

JAMES ROSS SNOWDEN, *Director*.

No. 9—Continued.

Statement exhibiting the amount of coin and bullion imported and exported annually from 1821 *to* 1855 *inclusive; and also the amount of importation over exportation, and of exportation over importation, during the same years.*

Years ending—	Coin and bullion.			
	Imported.	Exported.	Excess of importation over exportation.	Excess of exportation over importation.
September 30.....1821	$8,064,890	$10,478,059	.....	$2,412,169
1822	3,369,846	10,810,180	.....	7,440,334
1823	5,097,896	6,372,987	.....	1,275,091
1824	8,379,835	7,014,552	$1,365,283	.....
1825	6,150,765	8,932,034	.....	2,781,269
1826	6,880,966	4,704,533	2,176,433	.....
1827	8,151,130	8,014,880	136,250	.....
1828	7,489,741	8,243,476	.....	753,735
1829	7,403,612	4,924,020	2,479,592	.....
1830	8,155,964	2,178,773	5,977,191	.....
1831	7,305,945	9,014,931	.....	1,708,986
1832	5,907,504	5,656,340	251,164	.....
1833	7,070,368	2,611,701	4,458,667	.....
1834	17,911,632	2,076,758	15,834,874	.....
1835	13,131,447	6,477,775	6,653,672	.....
1836	13,400,881	4,324,336	9,076,545	.....
1837	10,516,414	5,976,249	4,540,165	.....
1838	17,747,116	3,508,046	14,239,070	.....
1839	5,595,176	8,776,743	.....	3,181,567
1840	8,882,813	8,417,014	465,799	.....
1841	4,988,633	10,034,332	.....	5,045,699
1842	4,087,016	4,813,539	.....	726,523
9 months to June 30, 1843	22,390,559	1,520,791	20,869,768	.....
Year ending June 30, 1844	5,830,429	5,454,214	376,215	.....
1845	4,070,242	8,606,495	.....	4,536,253
1846	3,777,732	3,905,268	.....	127,536
1847	24,121,289	1,907,024	22,214,265	.....
1848	6,360,224	15,841,616	.....	9,481,392
1849	6,651,240	5,404,648	1,246,592	.....
1850	4,628,792	7,522,994	.....	2,894,202
1851	5,453,592	29,472,752	.....	24,019,160
1852	5,505,044	42,674,135	.....	37,169,091
1853	4,201,382	27,486,875	.....	23,285,493
1854	6,758,587	41,197,300	.....	34,438,713
1855	3,659,812	56,247,343	.....	52,587,531
	289,097,514	390,602,713	112,361,545	213,865,744

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 10.

Statement exhibiting the gross value of exports and imports from the beginning of the government to the 30th of June, 1855.

Years ending—	Exports.			Imports—total.
	Domestic produce.	Foreign merchandise.	Total.	
September 30, 1790	$19,666,000	$539,156	$20,205,156	$23,000,000
1791	18,500,000	512,041	19,012,041	29,200,000
1792	19,000,000	1,753,098	20,753,098	31,500,000
1793	24,000,000	2,109,572	26,109,572	31,100,000
1794	26,500,000	6,526,233	33,026,233	34,600,000
1795	39,500,000	8,489,472	47,989,472	69,756,268
1796	40,764,097	26,300,000	67,064,097	81,436,164
1797	29,850,206	27,000,000	56,850,206	75,379,406
1798	28,527,097	33,000,000	61,527,097	68,551,700
1799	33,142,522	45,523,000	78,665,522	79,069,148
1800	31,840,903	39,130,877	70,971,780	91,252,768
1801	47,473,204	46,642,721	94,115,925	111,363,511
1802	36,708,189	35,774,971	72,483,160	76,333,333
1803	42,205,961	13,594,072	55,800,033	64,666,666
1804	41,467,477	36,231,597	77,699,074	85,000,000
1805	42,387,002	53,179,019	95,566,021	120,600,000
1806	41,203,727	60,283,236	101,536,963	129,410,000
1807	48,699,592	59,643,558	108,343,150	138,500,000
1808	9,433,546	12,997,414	22,430,960	56,990,000
1809	31,405,702	20,797,531	52,203,233	59,400,000
1810	42,366,675	24,391,295	66,757,970	85,400,000
1811	45,294,043	16,022,790	61,316,833	53,400,000
1812	30,032,109	8,495,127	38,527,236	77,030,000
1813	25,008,132	2,847,865	27,855,997	22,005,000
1814	6,782,272	145,169	6,927,441	12,965,000
1815	45,974,403	6,583,350	52,557,753	113,041,274
1816	64,781,896	17,138,156	81,920,452	147,103,000
1817	68,313,500	19,358,069	87,671,569	99,250,000
1818	73,854,437	19,426,696	93,281,133	121,750,000
1819	50,976,838	19,165,683	70,142,521	87,125,000
1820	51,683,640	18,008,029	69,691,669	74,450,000
1821	43,671,894	21,302,488	64,974,382	62,585,724
1822	49,874,079	22,286,202	72,160,281	83,241,541
1823	47,155,408	27,543,622	74,699,030	77,579,267
1824	50,649,500	25,337,157	75,986,657	80,549,007
1825	66,944,745	32,590,643	99,535,388	96,340,075
1826	53,055,710	24,539,612	77,595,322	84,974,477
1827	58,921,691	23,403,136	82,324,827	79,484,068
1828	50,669,669	21,595,017	72,264,686	88,500,824
1829	55,700,193	16,658,478	72,358,671	74,492,527
1830	59,462,029	14,387,479	73,849,508	70,876,920
1831	61,277,057	20,033,526	81,310,583	103,191,124
1832	63,137,470	24,039,473	87,176,943	101,029,266
1833	70,317,698	19,822,735	90,140,443	108,118,311
1834	81,024,162	23,312,811	104,336,973	126,521,332
1835	101,189,082	20,504,495	121,693,577	149,805,742
1836	106,916,680	21,746,360	128,663,040	189,980,035
1837	95,564,414	21,854,962	117,419,376	140,989,217
1838	96,033,821	12,452,795	108,486,616	113,717,404
1839	103,533,891	17,494,525	121,028,416	162,092,132
1840	113,895,634	18,190,312	132,085,946	107,141,519
1841	106,382,722	15,469,081	121,851,803	127,946,177
September 30, 1842	92,969,996	11,721,538	104,691,534	100,162,087
9 mos. to June 30, 1843	77,793,783	6,552,697	84,346,480	64,753,799
End'g June 30, 1844	99,715,179	11,484,867	111,200,046	108,435,035
1845	99,299,776	15,346,830	114,646,606	117,254,564
1846	102,141,893	11,346,623	113,488,516	121,691,797

No. 10—Continued.

Years ending—	Exports.			Imports—total.
	Domestic produce.	Foreign merchandise.	Total.	
June 30.....1847	$150,637,464	$8,011,158	$158,648,622	$146,545,638
1848	132,904,121	21,128,010	154,032,131	154,998,928
1849	132,666,955	13,088,865	145,755,820	147,857,439
1850	136,946,912	14,951,808	151,898,720	178,138,318
1851	196,689,718	21,698,293	218,388,011	216,224,932
1852	192,368,984	17,209,382	209,658,366	212,945,442
1853	213,417,697	17,558,460	230,976,157	267,978,647
1854	253,390,870	24,850,194	278,241,064	304,562,381
1855	246,708,553	28,448,293	275,156,846	261,468,520
	4,820,422,620	1,349,652,124	6,170,074,744	6,982,901,454

NOTE.—Prior to 1821, the treasury reports did not give the value of imports. To that period their value, and also the value of domestic and foreign exports, have been estimated from sources believed to be authentic. From 1821 to 1855, inclusive, their value has been taken from official documents.

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT, *Register's Office, October* 24, 1855

No. 11.

Statement exhibiting the amount of the tonnage of the United States annually, from 1789 *to* 1855, *inclusive.*

Years ending—	Registered tonnage.	Enrolled and licensed tonnage.	Total tonnage.
	Tons.		
Dec. 31, 1789	123,893	77,669	201,562
1790	346,254	132,128	274,377
1791	363,110	139,036	502,146
1792	411,438	153,019	564,457
1793	367,734	153,030	520,764
1794	438,863	189,755	628,618
1795	529,471	218,494	747,965
1796	576,733	255,166	831,899
1797	597,777	279,136	876,913
1798	603,376	294,952	898,328
1799	662,197	277,212	939,409
1800	669,921	302,571	972,492
1801	632,907	314,670	947,577
1802	560,380	331,724	892,104
1803	597,157	352,015	949,172
1804	672,530	369,874	1,042,404
1805	749,341	391,027	1,140,368
1806	808,265	400,451	1,208,716
1807	848,307	420,241	1,268,548
1808	769,054	473,542	1,242,596
1809	910,059	440,222	1,350,281

No. 11—Continued.

Years ending—	Registered tonnage.	Enrolled and licensed tonnage.	Total tonnage.
	Tons.		
Dec. 31, 1810	984,269	440,515	1,424,784
1811	768,852	463,650	1,232,502
1812	760,624	509,373	1,269,997
1813	674,853	491,776	1,166,629
1814	674,633	484,577	1,159,201
1815	854,295	513,833	1,368,128
1816	800,760	571,459	1,372,219
1817	809,725	590,187	1,399,912
1818	606,089	619,096	1,225,185
1819	612,930	647,821	1,260,751
1820	619,048	661,119	1,280,167
1821	619,896	679,062	1,298,958
1822	628,150	696,549	1,324,699
1823	639,921	696,645	1,336,566
1824	669,973	719,190	1,389,163
1825	700,788	722,324	1,423,112
1826	739,978	796,213	1,534,191
1827	747,170	873,438	1,620,608
1828	812,619	928,773	1,741,392
1829	650,143	610,655	1,260,798
1830	576,475	615,301	1,191,776
1831	620,453	647,395	1,267,847
1832	686,990	752,460	1,439,450
1833	750,027	856,124	1,606,151
1834	857,438	901,469	1,758,907
Sept. 30, 1835	885,821	939,119	1,824,940
1836	897,775	984,328	1,882,103
1837	810,447	1,086,237	1,896,684
1838	822,592	1,173,048	1,995,640
1839	834,245	1,262,234	2,096,479
1840	899,765	1,280,999	2,180,764
1841	945,803	1,184,941	2,130,744
1842	975,359	1,117,032	2,092,391
une 30, 1843	1,009,305	1,149,298	2,158,603
1844	1,068,765	1,211,330	2,280,095
1845	1,095,172	1,321,830	2,417,002
1846	1,130,286	1,431,798	2,562,084
1847	1,241,313	1,597,733	2,839,046
1848	1,360,887	1,793,155	3,154,042
1849	1,438,942	1,895,074	3,334,016
1850	1,585,711	1,949,743	3,535,454
1851	1,726,307	2,046,132	3,772,439
1852	6,899,448	2,236,992	4,138,440
1853	2,103,674.20	2,303,336.23	4,407,010.43
1854	2,233,819.16	2,469,083.47	4,802,902.63
1855	2,535,136.15	2,676,864.90	5,212,001.10

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 12.

A table showing the revenue collected from the beginning of the government to June 30, 1855, *under the several heads of customs, public lands, and miscellaneous sources, including loans and treasury notes; also the expenditures during the same period, and the particular tariff, and price of lands, under which the revenue from those sources was collected.*

Years.	From customs.	Date of tariff.	From public lands.	Price per acre.	From miscellaneous sources, includ'g loans and treasury notes.	That portion of miscellaneous arising from loans & treasury notes.	Total receipts.	Total expenditures.
From Mar. 4, 1789, to Dec. 31, 1791	$4,399,473 09	July 4, 1789, general; Aug. 10, 1790—general; Mar. 3, 1791—general.	.....	$1, by act of May 20, 1785.	$5,810,552 66	$5,791,112 56	$10,210,025 75	$7,207,539 02
1792	3,443,070 85	May 2—general.	.....	.....	5,297,695 92	5,070,866 46	8,740,766 77	9,141,569 67
1793	4,255,306 56	.....	.....	.....	1,465,317 72	1,067,701 14	5,720,624 28	7,529,575 55
1794	4,801,065 28	June 5—special; June 7—general	.....	.....	5,240,036 37	4,609,196 78	10,041,101 65	9,302,124 74
1795	5,588,461 26	Jan. 29—general.	.....	.....	3,831,341 53	3,305,268 20	9,419,802 79	10,435,069 65
1796	6,567,987 94	.....	$4,836 15	$2, by act of May 18, 1796.	2,167,505 56	362,800 00	8,740,329 65	8,367,776 84
1797	7,549,649 65	Mar. 3—general; July 8—special.	83,540 60		1,125,726 15	70,135 41	8,758,916 40	8,626,012 78
1798	7,106,061 93	.....	11,963 11	.....	1,091,045 03	308,574 27	8,209,070 07	8,613,517 68
1799	6,610,449 31	.....	.....	.....	6,011,010 53	5,074,646 53	12,621,459 84	11,077,043 50
1800	9,080,932 73	May 13—special.	443 75	.....	3,369,807 66	1,602,435 04	12,451,184 14	11,989,739 92
1801	10,750,778 93	.....	167,726 06	.....	2,026,950 96	10,125 00	12,945,455 95	12,273,376 94
1802	12,438,235 74	.....	188,628 02	.....	2,374,527 55	5,597 36	15,001,391 31	13,276,084 67
1803	10,479,417 61	.....	165,675 69	.....	419,004 33	.....	11,064,097 63	11,258,983 67
1804	11,098,565 33	Mar. 26—special; March 27—special.	487,526 79	.....	249,747 90	9,532 64	11,853,840 02	12,624,646 36
1805	12,936,487 04	.....	540,193 80	.....	212,827 30	128,814 94	13,689,508 14	13,727,124 41
1806	14,667,698 17	.....	765,245 73	.....	175,884 88	48,897 71	15,608,828 78	15,070,093 97
1807	15,845,521 61	.....	466,163 27	.....	86,334 38	.....	16,398,019 26	11,292,292 99

1808	16,363,550 58		647,939 06		51,054 45	1,882 16	17,062,544 09	16,764,584 20
1809	7,296,020 58		442,252 33		35,200 21		7,773,473 12	13,867,226 30
1810	8,583,309 31		696,548 82		2,864,348 40	2,759,992 25	12,144,206 53	13,319,986 74
1811	13,313,222 73		1,040,237 53		78,377 88	8,309 05	14,431,838 14	13,601,808 91
1812	8,958,777 58	July 1—special..	710,427 78		12,969,827 45	12,837,900 00	22,639,032 76	22,279,121 15
1813	13,224,623 25	July 29—special.	835,655 14		26,464,566 56	26,184,435 00	40,524,844 95	39,190,520 36
1814	5,998,772 08		1,135,971 09		27,424,793 78	23,377,911 79	34,559,536 95	38,028,230 32
1815	7,282,942 22		1,287,959 28		42,390,336 10	35,264,320 78	50,961,237 60	39,582,493 35
1816	36,306,874 88	Feb. 5—special; April 27—gen'l	1,717,985 03		19,146,561 91	9,494,436 16	57,171,421 82	48,244,495 51
1817	26,283,348 49		1,991,226 06		5,559,017 78	734,542 59	33,833,592 33	40,877,646 04
1818	17,176,385 00	April 20—special	2,606,564 77		1,810,986 89	8,765 62	21,593,936 66	35,104,875 40
1819	20,283,608 76	Mar. 3—special..	3,274,422 78		1,047,633 83	2,291 00	24,605,665 37	24,004,199 73
1820	15,005,612 15		1,635,871 61	April 24, 1820, re-	4,240,009 92	3,040,824 13	20,881,493 68	21,763,024 85
1821	13,004,447 15		1,212,966 46	duces the mini-	5,356,290 11	5,000,324 00	19,573,703 72	19,090,572 60
1822	17,589,761 94		1,803,581 54	mum to $1 25.	839,084 46		20,232,427 94	17,676,592 63
1823	19,088,433 44		916,523 10		535,709 72		20,540,666 26	15,314,171 00
1824	17,878,325 71	May 22—general.	984,418 15		5,518,468 93	5,000,000 00	24,381,212 79	31,898,538 47
1825	20,098,713 45		1,216,090 56		5,526,054 01	5,000,000 00	26,840,858 02	23,585,804 72
1826	23,341,331 77		1,393,785 09		525,317 35		25,260,434 21	24,103,398 46
1827	19,712,283 29		1,495,845 26		1,758,235 41		22,966,363 96	22,656,764 04
1828	23,205,523 64	May 19—general; May 24—special	1,018,308 75		539,796 84		24,763,629 23	25,459,479 52
1829	22,681,965 91		1,517,175 13		628,486 34		24,827,627 38	25,044,358 40
1830	21,922,391 39	May 20—special; May 29—special	2,329,356 14		592,368 98		24,844,116 51	24,585,281 55
1831	24,224,441 77		3,210,815 48		1,091,563 57		28,526,820 82	30,038,446 12
1832	28,465,237 24	July 13—special; July 14—gen'l.	2,623,381 03		776,942 89		31,865,561 16	34,356,698 06
1833	29,032,508 91	Mar. 2—special; March 2—compromise.	3,967,682 55		948,234 79		33,948,426 25	24,257,298 49
1834	16,214,957 15		4,857,600 69		719,377 71		21,791,935 55	24,601,982 44
1835	19,391,310 59		14,757,600 75		1,281,175 76		35,430,087 10	17,573,141 56
1836	23,409,940 53		24,877,179 86		2,539,675 69		50,826,796 08	30,868,164 04
1837	11,169,290 39		6,776,236 52		9,938,326 93	2,992,989 15	27,883,853 84	37,265,037 15
1838	16,158,800 36		3,081,939 47		19,778,642 77	12,716,820 86	39,019,382 60	39,455,438 35
1839	23,137,924 81		7,076,447 35		5,125,653 66	3,857,276 21	*33,881,242 89	37,614,936 15
1840	13,499,502 17		3,292,285 58		8,240,405 84	5,589,547 51	25,032,193 59	28,226,533 81
1841	14,487,216 74	Sept. 11—general	1,365,627 42		14,666,633 49	13,659,317 38	30,519,477 65	31,797,530 03
1842	18,187,908 76	Aug. 30—general	1,335,797 52		15,250,038 61	14,808,735 64	34,773,744 89	32,936,876 53

* $1,458,782 93 deducted from the aggregate receipts, as per account of the Treasurer, No. 76,922.

No. 12—Continued.

Years.	From customs.	Date of tariff.	From public lands.	Price per acre.	From miscellaneous sources, includ'g loans and treasury notes.	That portion of miscellaneous arising from loans & treasury notes.	Total receipts.	Total expenditures.
To June 30, 1843	$7,046,843 91	.....	$897,818 11	.....	$12,837,748 43	$12,551,409 19	$20,782,410 45	$12,118,105 15
1843-44	26,183,570 94	.....	2,059,939 80	.....	2,955,044 99	1,877,847 95	31,198,555 73	33,642,010 85
1844-45	27,528,112 70	.....	2,077,022 30	.....	336,718 90	.....	29,941,853 90	30,490,408 71
1845-46	26,712,667 87	.....	2,694,452 48	.....	292,847 39	.....	29,699,967 74	27,632,282 90
1846-47	23,747,864 66	July 30, 1846—general.	2,498,355 20	.....	29,091,948 66	28,900,765 36	55,338,168 52	60,520,851 74
1847-48	31,757,070 96	Mar. 29, 1848—special.	3,328,642 56	.....	21,906,765 69	21,293,780 00	56,992,479 21	60,655,143 19
1848-49	28,346,738 82	Aug. 12, 1848—special; Jan. 26, 1849—special.	1,688,959 55	.....	29,761,194 61	29,075,815 48	59,796,892 98	56,386,422 74
1849-50	39,668,686 42	.....	1,859,894 25	.....	6,120,808 21	4,056,500 00	47,649,388 88	44,604,718 26
1850-51	49,017,567 92	.....	2,352,305 30	.....	1,392,831 03	207,664 92	52,762,704 25	48,476,104 31
1851-52	47,339,326 62	.....	2,043,239 58	.....	510,549 40	46,300 00	49,893,115 60	46,712,608 83
1852-53	58,931,865 52	.....	1,667,084 99	.....	901,152 30	16,372 50	61,500,102 81	54,577,061 74
1853-54	64,224,190 27	.....	8,470,798 39	.....	1,107,302 74	1,950 00	73,802,291 40	75,473,119 08
1854-55	53,025,794 21	.....	11,497,049 07	.....	828,531 40	800 00	65,351,374 68	66,398,733 78
Total.....	1,263,128,728 52	.....	155,151,210 23	.....	394,403,242 68	307,835,470 72	1,812,079,115 02	1,764,535,400 71

TREASURY DEPARTMENT, *Register's Office, November* 6, 1855.

F. BIGGER, *Register.*

No. 13.

Statement showing the annual average export price of flour at New York from 1800 *till June* 30, 1855; *also, the annual average price of flour in the cities of Boston, New York, Philadelphia, Baltimore, New Orleans, and St. Louis, from* 1800 *till June* 30, 1855.

	1800.	1801.	1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.	1813.	1814.	1815.	1816.	1817.	1818.
Export price.....	$10 00	$13 00	$9 00	$7 00	$7 75	$13 00	$7 50	$8 25	$6 00	$7 50	$8 25	$10 50	$10 75	$13 00	$14 50	$9 25	$7 37	$14 75	$10 25
Boston.....	11 00	12 10	8 17	7 55	8 97	11 25	8 25	7 73	6 25	7 63	9 42	10 42	10 90	14 67	14 57	8 95	9 40	12 27	10 50
New York.....	9 38	10 14	6 19	6 01	7 15	9 59	7 13	6 76	5 15	6 79	8 77	9 05	9 08	7 76	7 76	8 17	9 34	11 72	9 42
Philadelphia.....	9 75	10 85	6 94	6 75	7 81	10 15	7 15	7 10	5 59	6 43	9 87	10 40	9 95	9 29	7 67	8 68	9 75	12 12	9 85
Baltimore.....	11 42	11 42	7 00	6 50	7 33	12 08	7 33	7 50	5 75	6 50	9 40	10 67	10 12	10 17	8 50	7 92	8 67	10 31	9 59
New Orleans.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13 50	9 00	9 00	9 30	12 50	10 83
St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

The price of flour for New Orleans and St. Louis could not be obtained for earlier years than those respectively given.

No. 13.—*Statement showing the annual average export price of flour from* 1800 *till June* 30, 1855—Continued.

	1819.	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.	1828.	1829.	1830.	1831.	1832.	1833.	1834.	1835.	1836.	1837.
Export price.....	$8 00	$5 37	$4 25	$7 00	$7 75	$6 62	$5 37	$5 25	$8 00	$5 50	$5 00	$7 25	$5 62	$5 87	$5 50	$5 50	$6 00	$7 50	$10 25
Boston.....	7 70	5 25	4 42	6 94	7 34	6 07	5 57	5 24	5 64	6 14	6 81	5 26	6 05	6 29	6 11	5 42	6 42	8 50	10 18
New York.....	6 79	4 81	4 85	6 39	6 93	5 93	5 19	5 00	5 14	5 50	6 54	5 03	5 84	5 87	5 70	5 07	6 00	7 78	9 69
Philadelphia.....	7 19	4 94	4 92	6 48	6 90	5 62	5 00	4 69	5 27	5 29	6 25	4 83	5 82	5 62	5 85	5 21	5 75	7 44	9 75
Baltimore.....	6 56	4 65	4 64	6 36	6 89	5 54	4 88	4 78	5 15	5 48	6 37	4 86	5 61	5 79	5 69	4 99	5 84	7 92	9 43
New Orleans.....	9 62	6 20	6 28	5 75	6 68	6 25	4 91	4 49	5 12	5 36	7 20	4 98	5 47	6 84	5 23	5 19	6 35	8 55	9 10
St. Louis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4 93	4 50	6 25	8 00	9 12

The price of flour for New Orleans and St. Louis could not be obtained for earlier years than those respectively given.

No. 13.—*Statement showing the annual average export price of flour from* 1800 *till June* 30, 1855—Continued.

	1838.	1839.	1840.	1841.	1842.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
Export price.....	$9 50	$6 75	$5 37	$5 20	$6 00	$4 50	$4 75	$4 51	$5 18	$5 95	$6 22	$5 35	$5 00	$4 77	$4 24	$5 60	$7 88	$10 10
Boston.....	8 25	7 20	5 51	5 77	5 67	4 87	5 13	5 32	5 53	7 17	6 43	6 00	6 00	5 25	5 20	6 27	9 25	10 25
New York.....	8 02	7 40	5 17	5 39	5 67	5 07	4 61	5 00	5 19	6 80	5 71	4 96	4 86	4 19	4 96	5 51	8 02	9 06
Philadelphia.....	7 81	6 89	5 22	5 34	5 47	4 60	4 34	4 69	4 79	6 02	5 67	4 84	4 97	4 38	4 23	5 47	8 14	9 62
Baltimore.....	7 84	6 65	5 00	5 31	5 20	4 36	4 31	4 63	4 53	6 21	5 52	4 83	4 89	4 18	4 26	5 39	8 13	9 57
New Orleans.....	8 67	6 57	4 93	5 33	4 54	4 18	4 44	4 83	4 38	5 54	4 76	4 61	5 31	4 00	4 10	5 48	7 60	9 36
St. Louis.....	7 37	7 19	4 93	4 75	4 56	3 75	4 50	4 93	4 50	4 93	5 25	5 43	6 25	4 88	5 23	5 08	6 09	7 83

The price of flour for New Orleans and St. Louis could not be obtained for earlier years than those respectively given.

TREASURY DEPARTMENT,
March 8, 1855.

GENTLEMEN: As it will be necessary again to refer to the subject of the tariff, I desire a table of the manufactures of each State and Territory, as shown by the census of 1850, so made to exhibit the aggregate. To this should be added tables exhibiting the character of the manufactures of each State, &c., and another exhibiting the aggregate of each character in the United States. If the census of 1840 will furnish such tables, I should like to have them from that census; also from those of 1830, 1820, 1810, 1800, and 1790, or as far as they furnish the materials.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

Messrs. R. C. MORGAN and W. A. SHANNON.

TREASURY DEPARTMENT,
November 16, 1855.

SIR: In compliance with the instructions contained in your letter of March 8, 1855, referring to certain statistical tables on the subject of the tariff, the undersigned have the honor to submit the following report:

That in pursuing the duty assigned them, the census for the different decades were consulted, with but partial success, except for the years 1840 and 1850, which were full enough for all practical purposes.

The census of 1790 and 1800 seem to be nothing more than a mere enumeration of the population of the States for the purpose of determining the representative ratio in Congress. Those of 1810 and 1820 are but partially given, and from the imperfect state of the returns, works bearing on the subject had to be consulted, from which much of the information presented has been obtained. From a like cause the census of 1830 is as imperfect as those of 1790 and 1800, and, but for returns made in compliance with a resolution of Congress, passed January 19, 1832, which includes but ten States, there would be nothing to present for that year.

In the year 1840 more attention was given to the resources of the country, and the data presented enables us to make out, as we believe, nearly a full and complete exhibit of the manufactures.

The returns for 1850, taken from the Compendium of the Census for that year, are full and satisfactory.

Table No. 14 is an exhibit of the manufacturing products of the United States for 1810, and has been made up with great care from the census of that year, compiled by Tench Coxe, esq., of Philadelphia, Pennsylvania, May 13, 1813. The returns are very imperfect, and a glance at the table will show that some States—Pennsylvania and Massachusetts, for instance—are more fully represented, in most every branch of manufactures, than others. The manufactures of cotton and wool were generally produced in families at that time, and

are so blended in the returns with those produced in mills, as to render it impossible to separate them.

Table No. 15 is a statement of the manufactures of the States and Territories for 1820, as given by the census returns for that year. The manufactures of cotton, wool, and flax, were mostly in families, and are not given. The data relating to the iron interests, products of distilleries and breweries, and the product of the fisheries, are imperfect, and no information touching the same can be found further than that presented in the table. We visited New Bedford, Mass., to endeavor to find data of the whale fishery, but could find no reliable tables of the value of that important branch of industry of an earlier date than 1833.

Table No. 16. By authority of a resolution passed by Congress January 19, 1832, the manufacturing statistics of the eastern and middle States were taken, and published in two large octavo volumes. (See Executive Documents 1st Session 22d Congress, House Document No. 308.) From this work the information presented in this table has been carefully collected, but it does not fully represent the manufacturing products of any one State, except, perhaps, Massachusetts. All manufactures in families, and those on a small scale, are not embraced in the returns, whilst in some of the States many manufacturers declined answering the questions of the marshals. No further data can be found in addition to that presented.

Table No. 17 has been carefully prepared from the census of 1840, which is fuller than that of any previous year. The manufactures of the States and Territories are generally given, but on reference to the table it will be seen that some of the States and Territories are wanting, and no means have come to hand to supply this deficiency. The census is not uniform in the manner of giving the returns; many of the manufactures and agricultural products are stated in quantity, whilst others are given in value. To make the tables uniform, the prices current for the year had to be consulted and computations made in every case. The prices of maple and cane sugar, which are included in the manufactures, have been estimated upon the authority of Professor Tucker, at 6 and 4 cents per pound respectively. In cases where prices current did not show the value of any article, the books of long established merchants were consulted.

Table No. 18, prepared from the census returns of 1850, is complete. The returns of manufacturing statistics for that year are uniform in their character, and give the value of the products. A few explanatory notes are appended to the table.

Table No. 19 is a recapitulation of Tables Nos. 14, 15, 16, 17, 18, and 19.

Tables Nos. 20 and 21 are statements of the population, manufactures and agricultural productions of the United States and Territories; the allotment per capita of the manufacturing and agricultural products per State and nation; value of imports paying duty, less the value of foreign paying exports; value of imports paying duty, less the value of foreign paying exports to each State, based upon its population; amount paid per capita of the paying imports, less the foreign paying exports; amount of paying imports, less the foreign paying exports, allotted to each State, based upon its productions; and allot-

ment per capita of the paying imports, less the foreign paying exports, as allotted to each State, based upon its productions, for the years 1840 and 1850. Notes explanatory are appended.

In the computation of the value of agricultural products for the year 1850, Professor Tucker's estimates have been adopted, except so far as it became necessary to exclude from such products certain articles given in the notes.

Table No. 13 is a statement of the annual average export price of flour at New York, from 1800 to June 30, 1855, inclusive; also the annual average price of that article in the cities of Boston, New York, Philadelphia, and Baltimore, from 1800 to June 30, 1855, inclusive; and the prices in New Orleans from 1813, and in St. Louis from 1833. This table has been perfected from information obtained from Hunt's Merchant's Magazine, DeBow's Review, from returns made by the collectors of the customs of the different ports, and from data very kindly furnished by Messrs. S. G. Bowdlear & Co., Boston, Massachusetts.

In the preparation of these tables, and to obtain the required information, it became necessary to examine books which were not in the Department Library. We have visited the Congressional Library, and that of Peter Force, esq., of this city; the Mercantile and Society Libraries in New York; the State Library at Albany, New York; the Athenæum, the State and City Libraries in Boston, Massachusetts, and the Library of Cambridge University. To the officers of these libraries, to merchants and other gentlemen, whom in the performance of our duty we had occasion to consult, we wish here to make acknowledgment for their courtesy.

All of which is respectfully submitted.

We have the honor to be your obedient servants,

ROBERT C. MORGAN,
W. A. SHANNON.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 14.—*Statement showing the population and manufactures of the United States and Territories for the year* 1810.

States.	Census of 1810.	Manufactures of cotton and flax in families & otherwise	Manufactures of wool in families and otherwise.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries & distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Columbia, District of	24,023	$52,000	$73,000			$17,400				$788,250	$930,650
Connecticut	264,042	1,053,730	1,731,472	$46,180	$351,198	811,144				1,864,958	5,858,682
Delaware	72,674	143,880	230,497		195,420	23,096		$2,050		1,409,969	2,004,912
Georgia	252,433	2,129,023	22,305		30,155	473,658				113,763	2,768,904
Kentucky	406,511	554,134	1,815,909	1,000	44,260	740,242		324,870		1,826,965	5,307,380
Louisiana	76,556	106,544	36,780		244,000	157,025		6,110		1,592,807	2,143,266
Maine, District of	228,705	580,027	743,242		21,929	107,200				660,706	2,113,104
Maryland	380,546	1,013,320	480,753	249,653	491,058	539,840		3,769		6,101,468	8,879,861
Massachusetts	472,040	2,128,176	2,074,410	154,700	2,078,542	1,714,776	$463,320	92,895		9,630,692	18,337,511
New Hampshire	214,360	880,208	1,635,209		170,350	74,450				374,810	3,135,027
New Jersey	245,555	910,233	851,582	861,932	526,511	632,354				1,530,676	5,313,288
New York	959,049	2,153,613	6,332,819	362,020	497,875	2,026,561				3,206,250	14,569,138
North Carolina	555,500	747,285	2,323,961	135,160	554,950	758,005		3,800		800,260	5,323,421
Ohio	230,760	887,053	132,920	109,090	74,123	585,892		24,000		477,152	2,290,230
Pennsylvania	810,091	3,060,772	3,421,055	1,301,343	4,492,478	4,365,503		1,000		19,175,630	35,817,781
Rhode Island	77,031	844,591	740,359	3,970	56,770	848,240		600		523,232	3,017,762
South Carolina	415,115	1,619,068	95,554		90,227	297,061				114,302	2,216,212
Tennessee	261,727	1,329,066	412,522	98,097	263,327	400,900				243,789	2,747,701
Vermont	217,713	1,238,699	1,385,152	122,000	272,059	129,964				1,907,540	5,055,414
Virginia	974,622	4,203,221	1,033,781	171,312	538,854	1,735,577		704,000		8,419,351	16,806,096
Territories. Illinois	12,282	54,023				8,670				55,160	117,853
Territories. Indiana	24,520	129,985	29,067		4,000	22,230				79,608	264,890
Territories. Michigan	4,762	1,098	6,172			14,172				31,076	52,518
Territories. Mississippi	40,352	257,248	10,267							46,790	314,305
Territories. Missouri	20,845										
Total	7,239,814	26,076,997	25,608,788	3,616,457	10,998,086	16,483,960	463,320	1,163,094		60,975,204	145,385,906

Increase per cent. in population for this decade, 36.45.
The manufactures of cotton and wool were generally produced in families.
The value of dried and pickled fish exported in the year 1810 was $1,127,000. (See Pitkin's Statistics, ed. 1835, page 40.)

No. 15.—*Statement showing the population and manufactures of the United States and Territories for the year* 1820.

States.	Census of 1820.	Manufac's of cotton.	Manufac's of wool.	Manufac's of pig iron & castings.	Manufac's of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufac's.	Manufac's produced in families.	All other manufac's.	Total value of manufac's.
Alabama	127,901	.....	$5,292	.....	$15,620	$4,650	.....	.....	.....	$75,645	$101,207
Columbia, District of	33,039	.....	.....	.....	5,000	.....	.....	.....	.....	699,620	704,620
Connecticut	275,202	$443,268	289,083	.....	296,260	297,136	.....	.....	.....	1,087,282	2,413,029
Delaware	72,749	151,266	106,300	$30,000	30,000	.....	.....	$1,425	.....	999,900	1,318,891
Georgia	340,987	101,232	19,500	.....	69,036	46,039	.....	.....	.....	371,944	607,751
Indiana	147,178	5,400	3,750	.....	3,000	69,736	.....	.....	.....	315,928	397,814
Kentucky	564,317	197,925	523,149	130,000	138,800	112,000	.....	188,840	.....	1,006,012	2,296,726
Louisiana	153,407	.....	6,200	.....	10,000	63,800	.....	.....	.....	192,500	272,500
Maine	298,335	35,750	22,425	.....	65,200	163,700	.....	.....	.....	199,398	486,473
Maryland	407,350	274,031	210,300	93,000	449,080	267,040	.....	.....	.....	3,733,885	5,027,336
Massachusetts	523,287	735,512	294,850	77,500	423,610	101,871	.....	95,436	.....	794,835	2,523,614
Mississippi	75,448	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Missouri	66,586	.....	6,700	.....	18,421	47,537	.....	58,000	.....	166,785	297,443
New Hampshire	244,161	154,547	51,672	40,500	18,340	43,250	.....	.....	.....	439,650	747,959
New Jersey	277,575	190,915	177,409	76,300	188,997	143,057	.....	.....	.....	398,461	1,175,139
New York	1,372,812	738,140	956,147	342,400	472,158	1,632,543	.....	669,041	.....	4,981,643	9,792,072
North Carolina	638,829	17,222	39,468	.....	53,510	62,980	.....	13,350	.....	258,868	445,398
Ohio	581,434	51,315	689,292	413,350	491,707	479,511	.....	129,126	.....	3,036,126	5,290,427
Pennsylvania	1,049,458	555,673	333,371	563,810	1,156,266	476,516	.....	100,000	.....	3,709,583	6,895,219
Rhode Island	83,059	988,157	124,909	.....	19,032	302,500	.....	750	.....	181,873	1,617,221
South Carolina	502,741	4,666	.....	.....	42,000	2,200	.....	.....	.....	119,800	168,666
Tennessee	422,813	125,256	127,052	184,916	246,755	313,509	.....	18,912	.....	1,335,727	2,352,127
Vermont	235,764	49,882	198,659	85,400	33,340	63,314	.....	.....	.....	459,758	890,353
Virginia	1,065,379	14,000	198,020	193,100	393,417	162,737	.....	575,500	.....	5,149,925	6,686,699
Arkansas Territory	14,273	.....	900	.....	120	.....	.....	.....	.....	55,388	56,408
Illinois Territory	55,211	.....	9,120	.....	.....	18,700	.....	1,873	.....	71,285	100,983
Michigan Territory	8,896	.....	19,500	.....	1,000	2,160	.....	.....	.....	77,800	100,460
Total	9,638,131	a4,834,157	a4,413,068	2,230,276	4,640,669	4,876,486	.....	1,852,258	.....	29,919,621	52,766,530

Increase in population for this decade 33.13 per cent.
a The manufactures of cotton, wool, and flax for this decade were mostly in families, and are not given in the census of 1820.
The iron interests are only partially represented in the above table, the returns being imperfect.
The product of breweries and distilleries but partially given in the census.
The value of dried and pickled fish exported in the year 1820 was $1,502,000. (See Pitkin's Statistics, edition of 1835, page 40.)

No. 16.

Statement showing the population and manufactures of the United States and Territories for the year 1830.

States.	Census for 1830.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama	309,527										
Columbia, District of	39,834										
Connecticut	297,675	$1,853,296	$1,576,975	$136,762	$500,000	$35,700	$108,149			$3,842,171	$8,053,053
Delaware‡	76,748	310,000	120,000		160,000			$5,000		1,396,000	1,991,000
Georgia	516,823										
Illinois	157,445										
Indiana	343,031										
Kentucky	687,917										
Louisiana	215,739										
Maine	399,455	612,636	481,856	54,500	608,500	229,985		240,625		4,815,671	7,043,773
Maryland	447,040										
Massachusetts	610,408	7,754,803	7,312,836	1,437,147	8,360,102	3,068,523	3,532,609	205,776		31,071,828	62,743,624
Mississippi	136,621										
Missouri	140,455										
New Hampshire	269,328	2,447,634	842,375	52,891	364,284	80,300		750		1,890,265	5,678,499
New Jersey	320,823	1,879,180	728,000	412,941	642,238						3,662,359
New York	1,918,608	2,706,920	1,297,003	751,807	1,989,790			302,807			7,048,327
North Carolina	737,987										
Ohio	937,903										
Pennsylvania	1,348,233	2,099,715	1,323,070	1,643,702	3,762,847			180,215		*2,322,398	11,331,947
Rhode Island	97,199	2,645,081	322,151	139,973	200,000					†277,900	3,585,105
South Carolina	581,185										
Tennessee	681,904										
Vermont	280,652	225,550	523,900	127,680	149,490	20,300				460,859	1,507,779
Virginia	1,211,405										

No. 16—Continued.

States.	Census for 1830.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron and castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Territories.											
Arkansas	30,388	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida	34,730	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan	31,639	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Naval service	5,318	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	12,866,020	22,534,815	14,528,166	4,757,403	16,737,251	3,434,808	3,640,758	935,173	.....	46,077,092	112,645,466

Increase per cent. in population for this decade, 33.49.

* The manufactures of leather, paper, glass and the maple sugar produced in the county of Somerset are included in the above amount. All manufactures in families and those on a small scale are not given.

† In this State there are several hundred blacksmiths' and other shops where a variety of articles are manufactured for the use of cotton and woollen mills, the product of which is not given.

‡ In this State many of the manufacturers declined answering the queries, consequently the returns are defective.

The above statistics are for the year 1831, except the census, and were taken in compliance with a resolution of Congress, passed January 19, 1832. No manufacturing statistics being taken for the decade of 1830, the above is all the data that can be found of a reliable character bearing upon the subject.

No. 17.

Statement showing the population and manufactures of the United States and Territories for the year 1840.

States.	Census of 1840.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig-iron.	Manufactures of iron, castings.	Manuf'ures of iron, wrog't.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama	590,756	$17,547	.....	$750	$27,700	$4,875	$34,382	.....	.....	$1,656,119	$3,234,498	$4,975,871
Arkansas	97,574	.....	$129	.....	1,240	.....	7,132	.....	$1,740	489,750	2,114,898	2,614,889
Columbia, Dis.of	43,712	.....	.....	.....	68,000	.....	26,370	$87,400	.....	1,500	1,416,660	1,599,930
Connecticut	309,978	2,715,964	2,494,313	162,375	1,733,044	235,495	58,291	907,723	300	226,162	12,523,850	21,057,523
Delaware	78,085	332,272	104,700	425	10,700	29,185	5,925	181,285	232	62,116	1,982,225	2,709,068
Georgia	691,392	304,342	300	12,350	5,350	.....	34,221	584	.....	1,467,630	3,496,830	5,324,307
Illinois	476,183	.....	9,540	3,950	41,200	.....	432,500	.....	4,000	993,567	6,53.82	8,021,582
Indiana	685,866	135,400	58,867	20,250	14,580	1,300	510,778	1,192	1,280	1,289,802	7,346,137	9,379,586
Kentucky	779,828	329,380	151,246	730,150	164,080	236,405	508,381	.....	43,939	2,622,462	8,435,915	13,221,958
Louisiana	352,411	18,900	.....	35,000	.....	88,790	77,450	.....	.....	65,190	11,093,053	11,378,383
Maine	501,793	970,397	412,366	153,050	56,512	.....	54,000	1,280,713	10,000	804,397	10,783,782	14,525,217
Maryland	470,019	1,150,580	235,900	221,900	312,900	513,500	223,096	225,773	240	176,050	10,449,697	13,509,636
Massachusetts	737,699	16,553,423	7,082,898	233,300	1,798,758	390,260	1,461,736	6,483,996	75,319	231,942	39,466,205	73,777,837
Michigan	212,267	.....	9,734	15,025	57,900	.....	137,500	.....	.....	113,955	3,564,562	3,898,676
Mississippi	375,651	1,744	.....	.....	36,900	.....	870	.....	.....	682,945	2,839,911	3,562,370
Missouri	383,702	.....	13,750	4,500	60,300	7,670	193,464	.....	2,630	1,149,544	4,514,901	5,946,759
New Hampshire	284,574	4,142,304	795,784	33,000	136,334	8,125	18,336	92,811	240	538,303	4,758,076	10,523,313
New Jersey	373,306	2,086,104	440,710	277,850	405,955	466,115	121,141	124,140	100	201,625	15,447,756	19,571,496
New York	2,428,921	3,640,237	3,537,337	727,200	2,512,792	3,490,045	4,141,798	1,316,072	573,577	4,636,547	71,264,589	95,840,194
North Carolina	753,419	438,900	3,900	24,200	16,050	62,595	286,649	251,792	899	1,413,242	4,736,340	7,234,567
Ohio	1,519,467	139,378	685,757	880,900	784,401	485,290	1,922,354	10,525	59,470	1,853,937	24,636,389	31,458,401
Pennsylvania	1,724,033	5,013,007	2,319,061	2,459,875	1,262,670	5,670,860	3,599,698	35,360	109,895	1,303,093	42,721,441	64,494,960
Rhode Island	108,830	7,116,792	842,172	103,150	147,550	.....	244,290	659,312	.....	51,180	4,642,851	13,807,297
South Carolina	594,398	359,000	1,000	31,250	.....	75,725	27,618	1,275	450	930,703	4,211,802	5,638,823
Tennessee	829,210	325,719	14,290	403,213	100,870	628,745	299,734	.....	.....	2,886,661	3,858,162	8,517,394
Vermont	291,948	113,000	1,331,953	168,575	24,900	42,575	2,865	.....	.....	674,548	4,565,566	6,923,982
Virginia	1,239,797	446,063	147,792	470,262	128,256	382,590	238,690	95,173	349,124	2,441,672	15,984,986	20,684,608

No. 17—Continued.

States.	Census of 1840.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig-iron.	Manufactures of iron, castings.	Manuf'ures of iron, wro'gt.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Territories.												
Florida	54,477	.....	800	.....	.....	.....	.....	213,219	2,400	20,205	678,456	915,080
Iowa	43,112	.....	.....	.....	4,000	.....	1,164	.....	.....	25,966	452,570	483,700
Wisconsin	30,945	.....	.....	75	3,500	.....	4,371	27,663	.....	12,567	1,632,632	1,680,808
Naval service	6,100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	17,069,453	46,350,453	20,696,999	7,172,575	9,916,442	12,820,145	14,674,804	11,996,008	1,235,835	29,023,380	329,391,574	483,278,215

Increase per cent. in population for this decade, 32.67.
Salt estimated at twenty cents per bushel.
Sugar estimated at six cents per pound; except Louisiana at four cents.
The product of mills and molasses has been included in the manufactures.

No. 18.

Statement showing the population and manufactures of the United States and Territories for the year 1850.

States.	Census of 1850.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig-iron.	Manufactures of iron, castings.	Manufactures of iron, wro't.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Alabama	771,623	$382,260	.....	$22,500	$271,126	$7,500	$900	.....	.....	$1,934,120	$3,864,808	$6,483,214
Arkansas	209,897	16,637	.....	.....	.....	.....	.....	.....	.....	638,217	591,549	1,246,403
California	92,597	.....	.....	.....	20,740	.....	4,000	.....	.....	7,000	*12,837,782	*12,869,522
Columbia, Dis. of	51,687	100,000	$2,400	.....	41,696	.....	6,750	.....	.....	2,075	2,342,162	2,495,083
Connecticut	370,792	4,257,522	6,465,216	415,600	981,400	847,196	32,860	$1,734,483	$5,600	192,252	30,374,421	45,306,550
Delaware	91,532	538,439	251,000	.....	267,462	38,200	.....	.....	.....	38,121	3,554,205	4,687,427
Florida	87,445	49,920	.....	.....	.....	.....	.....	18,676	6,000	75,582	774,317	924,495
Georgia	906,185	2,135,044	88,750	57,300	46,200	12,384	15,112	.....	.....	1,838,968	4,808,828	9,002,586
Illinois	851,470	.....	206,572	70,200	441,185	.....	718,375	.....	6,000	1,155,902	15,815,324	18,413,558
Indiana	988,416	44,200	205,802	58,000	149,430	11,760	1,173,589	.....	.....	1,631,039	17,549,630	20,823,450
Iowa	192,214	.....	13,000	.....	8,500	.....	9,400	.....	.....	221,292	3,527,790	3,779,982
Kentucky	982,405	273,439	318,819	604,037	744,316	299,700	466,724	.....	57,825	2,459,128	21,865,031	27,089,019
Louisiana	517,762	.....	.....	.....	312,500	.....	23,750	.....	.....	139,232	18,210,994	18,686,476
Maine	583,169	2,596,356	753,300	36,616	265,000	.....	68,000	569,876	9,700	513,599	20,373,403	25,185,850
Maryland	583,034	2,120,504	295,140	1,056,400	685,000	771,431	328,750	.....	.....	111,828	27,224,582	32,593,635
Massachusetts	994,514	19,712,461	12,770,565	295,123	2,235,635	3,908,952	1,294,800	6,606,849	93,850	205,333	104,283,491	151,407,059
Michigan	397,654	.....	90,242	21,000	279,697	.....	230,390	72,775	.....	340,947	10,481,938	11,516,989
Mississippi	606,526	30,500	.....	.....	117,400	.....	.....	.....	.....	1,164,020	2,828,122	4,140,042
Missouri	682,044	142,900	56,000	314,600	336,495	68,700	476,600	.....	.....	1,674,705	22,369,410	25,439,410
New Hampshire	317,976	8,830,619	2,127,745	6,000	371,710	20,400	.....	59,281	.....	393,455	11,854,619	23,663,829
New Jersey	489,555	1,109,524	1,164,446	560,544	686,430	1,079,576	486,382	.....	.....	112,781	34,627,051	39,826,734
New York	3,097,394	3,591,989	7,030,604	597,920	5,921,980	3,758,547	6,278,065	484,345	998,315	1,280,333	209,775,390	239,717,488
North Carolina	869,039	831,342	23,750	12,500	12,867	331,914	38,258	250,025	.....	2,086,522	7,612,964	11,200,142
Ohio	1,980,329	394,700	1,111,027	1,255,850	3,069,350	127,849	3,451,003	27,565	132,293	1,712,196	53,484,141	64,765,974
Pennsylvania	2,311,786	5,322,262	5,321,866	6,071,513	5,354,881	9,224,256	2,585,557	.....	206,796	749,132	121,154,031	155,990,294
Rhode Island	147,545	6,447,120	2,381,825	.....	728,705	223,650	19,500	64,430	.....	26,495	12,228,031	22,119,756
South Carolina	668,507	748,338	.....	.....	87,683	.....	10,975	.....	.....	909,525	6,222,794	7,979,315

No. 18—Continued.

States.	Census of 1850.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig-iron.	Manufactures of iron, castings.	Manufactures of iron, wro't.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.
Tennessee	1,002,717	$510,624	$6,310	$676,100	$264,525	$670,618	$43,731	.....	.....	$3,137,790	$7,570,979	$12,880,476
Texas	212,592	.....	15,000	.....	55,000	.....	.....	.....	$5,900	266,984	1,472,062	1,814,948
Vermont	314,120	196,100	1,579,161	68,000	460,831	127,886	2,500	.....	.....	267,710	6,645,590	9,347,777
Virginia	1,421,661	1,486,384	841,013	521,924	674,416	1,098,252	247,360	$95,002	700,466	2,156,312	24,146,847	31,967,976
Wisconsin	305,391	.....	87,992	27,000	216,195	.....	188,350	16,875	.....	43,624	8,807,509	9,387,545
Territories.												
Minnesota	6,077	.....	.....	.....	.....	.....	.....	.....	.....	.....	57,736	57,736
New Mexico	61,547	.....	.....	.....	.....	.....	10,500	.....	.....	6,033	239,357	255,890
Oregon	13,294	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,236,645	2,236,645
Utah	11,380	.....	.....	.....	.....	.....	1,500	.....	.....	1,392	289,732	292,624
Total	23,191,876	61,869,184	43,207,545	12,748,727	25,108,155	22,628,771	18,213,681	10,000,182	2,222,745	27,493,644	832,103,265	1,055,595,899

Increase per cent. in population for this decade, 35.87.
* Including the product of the mines for 1850.
Sugar estimated at eight cents per pound, except Louisiana, at five cents.
The product of mills and molasses has been included in the manufactures.

No. 19.

Recapitulation of tables Nos. 14, 15, 16, 17, and 18.

States and Territories.	Decades.	Census.	Increase per cent. in population.	Manufactures of cotton.	Manufactures of wool.	Manufactures of pig iron.	Manufactures of iron castings.	Manufactures of wrought iron.	Breweries and distilleries.	Product of the fisheries.	Product of the salt manufactures.	Manufactures produced in families.	All other manufactures.	Total value of manufactures.	Remarks.
Seventeen	1790	$3,929,827	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	The enumeration of the inhabitants only are given for this decade.
Twenty-one...	1800	5,305,925	35.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Do. do.
Twenty-five...	1810	7,239,814	36.45	$26,076,997	$25,608,788	$3,616,457	Includ'd in pig iron.	$10,998,086	$16,488,960	$463,820	$1,169,094	Included in cotton and wool.	$60,975,204	$145,885,906	Statistics defective.
Twenty-seven.	1820	9,638,131	33.13	4,884,157	4,418,068	2,230,276	....do....	4,640,669	4,876,486	.....	1,852,258	.....do....	29,919,621	52,766,535	Do. do.
Twenty-eight..	1830	12,866,020	33.49	22,534,815	14,528,166	4,757,408	....do....	16,787,251	3,434,808	3,640,758	985,173	.....do ..	46,077,092	112,645,466	But ten States represented.
Thirty.....	1840	17,069,453	32.67	46,350,453	20,696,999	7,172,575	$9,916,442	11,820,145	14,674,804	11,996,008	1,235,835	$29,028,880	329,391,574	488,278,215	Full.
Thirty-six	1850	23,191,876	35.87	61,869,184	48,207,545	12,748,727	25,108,155	22,628,771	18,213,681	10,000,182	2,222,745	27,493,644	832,108,265	1,055,595,899	Full.
		Average.	34.44												

No. 20.

Statement of the population, manufactures, and agricultural productions of the United States and Territories; the allotment per capita of the manufacturing and agricultural productions per State and nation; value of imports paying duty, less the value of foreign paying exports; value of imports paying duty less the value of foreign paying exports to each State, based upon its population; amount paid per capita of the paying imports, less the foreign paying exports; amount of paying imports, less the foreign paying exports allotted to each State, based upon its productions, and allotment per capita of the paying imports, less the foreign paying exports as allotted to each State, based upon its productions for the year 1840.

States.	Census of 1840.	Value of manufactures.	Value of agricultural products.	Total value of manufactures and agricultural products.	Allotment per capita of the manufacturing and agricultural products per State and nation.	Value of imports paying duty, less the value of foreign exports paying duty.	Amount of paying imports, less the foreign paying exports to each State, based upon its population.	Amount paid per capita of the paying imports, less the foreign paying exports.	Amount of paying imports, less the paying foreign exports allotted to each State, based upon its productions.	Allotment per capita of the paying imports, less the paying foreign exports, as allotted to each State, based upon its productions.
Alabama	590,756	$4,236,000	$23,833,470	$28,069,470	$47 51	.....	$1,528,168	.....	$1,231,420	$2 08
Arkansas	97,574	1,473,715	4,973,655	6,447,370	66 08	.....	252,404	.....	282,849	2 90
Columbia, District of	43,712	1,431,020	138,425	1,569,445	35 90	.....	113,074	.....	68,852	1 58
Connecticut	309,978	19,971,228	11,201,618	31,172,846	100 56	.....	801,851	.....	1,367,566	4 41
Delaware	78,085	2,563,218	2,877,350	5,440,568	69 68	.....	201,990	.....	238,680	3 06
Georgia	691,392	4,631,191	29,612,436	34,243,627	49 53	.....	1,788,493	.....	1,502,282	2 17
Illinois	476,183	5,956,327	11,577,281	17,533,608	36 82	.....	1,231,790	.....	769,208	1 62
Indiana	685,866	8,138,274	14,484,610	22,622,884	32 98	.....	1,774,199	.....	992,475	1 45
Kentucky	779,828	12,182,786	26,233,968	38,416,754	49 26	.....	2,017,260	.....	1,685,359	2 16
Louisiana	352,411	8,641,439	17,976,017	26,617,456	75 53	.....	911,617	.....	1,167,719	3 31
Maine	501,793	13,792,150	14,725,615	28,517,765	56 83	.....	1,298,039	.....	1,251,086	2 49
Maryland	470,019	12,430,866	14,015,665	26,446,531	56 27	.....	1,215,846	.....	1,160,220	2 47
Massachusetts	737,699	71,010,703	14,371,732	85,382,435	115 74	.....	1,908,281	.....	3,745,764	5 08
Michigan	212,267	3,327,671	3,207,048	6,534,719	30 79	.....	549,092	.....	286,681	1 35

Mississippi	375,651	2,386,857	26,297,666	28,684,523	76 36	.....	971,734	.....	1,258,402	3 35
Missouri	383,702	4,505,186	9,755,615	14,260,801	37 17	.....	992,572	.....	625,627	1 63
New Hampshire	284,574	10,052,598	10,762,019	20,814,617	73 14	.....	736,136	.....	913,146	3 21
New Jersey	373,306	18,479,444	15,314,006	33,793,450	90 53	.....	965,668	.....	1,482,533	3 97
New York	2,428,921	88,574,350	91,244,178	179,818,528	74 03	.....	6,283,136	.....	7,888,715	3 25
North Carolina	753,419	6,824,303	24,727,297	31,551,600	41 88	.....	1,948,945	.....	1,384,182	1 84
Ohio	1,519,467	27,681,578	27,212,004	54,893,582	36 13	.....	3,930,559	.....	2,408,205	1 58
Pennsylvania	1,724,033	59,140,480	51,232,204	110,372,684	64 02	.....	4,459,731	.....	4,842,096	2 81
Rhode Island	108,830	13,428,287	1,951,141	15,379,428	141 32	.....	281,521	.....	674,702	6 20
South Carolina	594,398	4,111,247	20,555,919	24,667,166	41 50	.....	1,537,589	.....	1,082,159	1 82
Tennessee	829,210	8,089,992	27,917,692	36,007,684	43 42	.....	2,145,001	.....	1,579,672	1 90
Vermont	291,948	6,579,086	16,977,664	23,556,750	80 69	.....	755,211	.....	1,033,445	3 54
Virginia	1,239,797	19,317,214	48,644,905	67,962,120	54 82	.....	3,207,108	.....	2,981,527	2 40
Territories.										
Florida	54,477	587,167	1,817,718	2,404,885	44 14	.....	140,921	.....	105,503	1 94
Iowa	43,112	347,713	688,308	1,036,021	24 03	.....	111,522	.....	45,451	1 05
Wisconsin	30,945	1,468,723	445,559	1,914,282	61 86	.....	80,048	.....	83,980	2 71
Naval service	6,100	.....	.....	.....	.....	.....	.....	.....	.....	.....
	17,069,453	441,360,814	564,772,785	1,006,133,599	58 96	44,139,506	44,139,506	2 58 68-100	44,139,506	.....

REMARKS.

The value of houses have been deducted from the manufactures.

Persons engaged in the naval service have not been included in the calculation.

The productions of wheat, sugar, and molasses have been deducted from the agricultural products, because they have entered into the manufactures under the head of sugar and molasses, products of mills, and distilleries and breweries.

No. 21.

Statement of the population, manufactures, and agricultural productions of the United States and Territories; the allotment per capita of the manufacturing and agricultural productions per State and nation; value of imports paying duty, less the value of foreign paying exports; value of imports paying duty, less the value of foreign paying exports, to each State, based upon its population; amount per capita of the paying imports, less the foreign paying exports; amount of paying imports, less the foreign paying exports, allotted to each State, based upon its productions; and allotment per capita of the paying imports, less the foreign paying exports, as allotted to each State, based upon its productions, for the year 1850.

States.	Census for 1850.	Value of manufactures.	Value of agricultural products.	Total value of agricultural and manufacturing productions.	Allotment per capita of the manufacturing and agricultural products, per State and nation.	Value of imports paying duty, less the value of foreign exports paying duty.	Amount of paying imports, less the foreign paying exports, to each State, based upon its population.	Amount paid per capita of the paying imports, less the foreign paying exports.	Amount of paying imports, less the paying foreign exports, allotted to each State, based upon its productions.	Allotment per capita of the paying imports, less the paying foreign exports, as allotted to each State, based upon its productions.
Alabama	771,623	$6,483,214	$44,223,955	$50,707,169	$65 72	.....	$4,925,865	.....	$3,730,285	$4 83
Arkansas	209,897	1,246,403	9,676,577	10,922,980	52 04	.....	1,339,934	.....	803,552	3 83
California	92,597	12,869,522	984,301	13,853,823	149 61	.....	591,118	.....	1,019,160	11 01
Columbia, District of	51,687	2,495,083	193,601	2,688,684	52 02	.....	329,958	.....	197,794	3 83
Connecticut	370,792	45,306,550	12,556,189	57,862,739	156 05	.....	2,367,050	.....	4,256,687	11 48
Delaware	91,532	4,687,427	3,117,565	7,804,992	85 27	.....	584,319	.....	574,176	6 27
Florida	87,445	924,495	3,865,059	4,789,554	54 77	.....	558,229	.....	352,345	4 03
Georgia	906,185	9,002,586	46,686,151	55,688,737	61 45	.....	5,784,876	.....	4,096,756	4 52
Illinois	851,470	18,413,558	57,404,116	75,817,674	89 04	.....	5,435,588	.....	5,557,546	6 55
Indiana	988,416	20,823,450	47,498,467	68,321,917	69 12	.....	6,309,819	.....	5,026,119	5 09
Iowa	192,214	3,779,982	8,810,997	12,590,979	65 51	.....	1,227,050	.....	926,258	4 82
Kentucky	982,405	27,089,019	52,477,680	79,566,699	80 99	.....	6,271,446	.....	5,853,344	5 97
Louisiana	517,762	18,686,476	15,210,299	33,896,775	65 47	.....	3,305,273	.....	2,493,625	4 82
Maine	583,169	25,185,850	16,282,347	41,468,197	71 11	.....	3,722,816	.....	3,050,618	5 23

Maryland	583,034	32,593,635	16,296,199	48,889,834	83 85	.....	3,721,954	.....	3,596,593	6 17
Massachusetts	994,514	151,407,059	14,277,595	165,684,654	166 60	.....	6,348,747	.....	12,188,633	12 26
Michigan	397,654	11,516,989	17,329,385	28,846,374	72 54	.....	2,538,531	.....	2,122,091	5 34
Mississippi	606,526	4,140,042	36,802,141	40,942,183	67 50	.....	3,871,922	.....	3,011,922	4 96
Missouri	682,044	25,439,410	34,619,650	60,059,060	88 06	.....	4,354,011	.....	4,418,260	6 48
New Hampshire	317,976	23,663,829	13,594,139	37,257,968	117 17	.....	2,029,885	.....	2,740,892	8 62
New Jersey	489,555	39,826,734	19,322,894	59,149,628	120 82	.....	3,125,206	.....	4,351,357	8 89
New York	3,097,394	239,717,488	117,019,115	356,736,603	111 94	.....	19,773,047	.....	26,243,417	8 47
North Carolina	869,039	11,200,142	31,712,146	42,912,288	49 38	.....	5,547,744	.....	3,156,853	3 63
Ohio	1,980,329	64,765,974	84,793,387	149,559,361	75 52	.....	12,641.963	.....	11,002,372	5 56
Pennsylvania	2,311,786	155,990,294	73,576,837	229,567,131	99 30	.....	14,757,907	.....	16,888,163	7 31
Rhode Island	147,545	22,119,756	2,168,332	24,288.088	164 61	.....	941,893	.....	1,786,759	12 11
South Carolina	668,507	7,979,315	30,068,154	38,047.469	56 91	.....	4,267,594	.....	2,798,971	4 19
Tennessee	1,092,717	12,880,477	50,394,447	63,274,924	63 10	.....	6,401,113	.....	4,654,835	4 64
Texas	212,592	1,814,946	9,065,181	10,880,127	51 13	.....	1,357,138	.....	800,399	3 76
Vermont	314,120	9,347,778	20,813,564	30,161,342	96 02	.....	2,005,269	.....	2,218,827	7 06
Virginia	1,421,661	31,967,976	52,512,452	84,480,428	59 42	.....	9,075,555	.....	6,214,824	4 37
Wisconsin	305,391	9,387,545	11,503,371	20,890,916	68 41	.....	1,949,546	.....	1,536,845	5 03
Territories.										
Minnesota	6,077	57,736	88,886	146,622	24 13	.....	38,794	.....	10,786	1 77
New Mexico	61,547	255,890	759,411	1,015,301	16 50	.....	392,902	.....	74,691	1 21
Oregon	13,294	2,236,645	868,340	3,104,985	233 56	.....	84,866	.....	228,419	17 18
Utah	11,380	292,624	351,710	644,334	56 62	.....	72,647	.....	47,401	4 17
	23,191,876	1,055,595,899	956,924,640	2,012,520,539	86 78	148,051,575	148,051,575	6 38 37-100	148,051,575	.....

REMARKS.

Hops, flax, flaxseed, wine, and silk cocoons, estimated at the Census Office at $3,293,314.
Maple sugar, cane sugar, and molasses included in the manufactures.
Milk and eggs, fodder, wood, addition of 3 per cent. to live stock, poultry, and feathers, estimated at $125,956,927, and not included.

No. 22.

Statement exhibiting the value of manufactured articles of domestic produce exported to foreign countries from the 30th day of June, 1845, to June 30, 1855.

Articles.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.
Wax	$162,790	$161,527	$134,577	$121,720	$118,055	$122,835	$91,499	$113,602	$87,140	$69,905
Refined sugar	392,312	124,824	253,900	129,001	285,056	219,588	149,921	375,780	370,488	526,463
Chocolate	2,177	1,653	2,207	1,941	2,260	3,255	3,267	10,230	12,257	2,771
Spirits from grain	73,716	67,781	90,957	67,129	48,314	36,084	48,737	141,173	282,919	384,144
Spirits from molasses	268,652	293,609	269,467	288,452	268,290	289,622	323,949	329,381	809,965	1,448,280
Spirits from other materials										101,836
Molasses	1,581	20,959	5,563	7,442	14,137	16,830	13,163	17,582	131,048	189,830
Vinegar	17,489	9,526	13,920	14,036	11,182	16,915	12,220	20,443	16,945	17,281
Beer, ale, porter, and cider	67,735	68,114	78,071	51,320	52,251	57,975	48,052	64,677	53,503	45,069
Linseed oil and spirits of turpentine	159,915	498,110	331,404	148,056	229,741	145,410	152,837	362,960	1,084,329	1,186,732
Lard oil										82,945
Household furniture	317,407	225,700	297,358	237,342	278,025	362,830	430,182	714,556	763,197	803,960
Coaches and other carriages	87,712	75,369	89,963	95,923	95,722	199,421	172,445	184,497	244,638	290,525
Hats	74,722	59,536	55,493	64,967	68,671	103,768	80,453	91,261	176,404	177,914
Saddlery	24,357	13,102	27,435	37,276	20,893	30,100	47,937	48,229	53,311	64,886
Tallow candles and soap	630,041	606,798	670,223	627,280	664,963	609,732	660,054	681,362	891,566	1,111,349
Snuff and tobacco	695,914	658,950	568,435	613,044	648,832	1,143,547	1,316,622	1,671,500	1,551,471	1,500,113
Leather, boots, and shoes	346,516	243,816	194,095	151,774	193,598	458,838	428,708	673,708	896,555	1,052,406
Cordage	62,775	27,054	29,911	41,636	51,357	52,054	62,903	103,216	194,076	315,267
Gunpowder	140,879	88,397	125,263	131,297	190,352	154,257	121,580	180,048	212,700	356,051
Salt	30,520	42,333	73,274	82,972	75,103	61,424	89,316	119,729	159,026	156,879
Lead	614,518	124,981	84,278	30,198	12,797	11,774	32,725	5,540	26,874	14,298
Iron—pig, bar, and nails	122,225	168,817	154,036	149,358	154,210	215,652	118,624	181,998	308,127	288,437
castings	107,905	68,889	89,188	60,175	79,318	164,425	191,388	220,420	459,775	306,439
all manufactures of	921,652	929,778	1,022,408	886,639	1,677,792	1,875,621	1,993,807	2,097,234	3,472,467	3,158,596
Copper and brass, manufactures of	62,088	64,980	61,468	66,203	105,060	91,871	103,039	108,205	92,108	690,766
Medicinal drugs	200,505	165,793	210,581	220,894	334,789	351,585	263,852	327,073	454,789	788,114
Cotton piece-goods—										
printed or colored	1,229,538	290,114	353,534	469,777	606,631	1,006,561	926,404	1,086,167	1,147,786	2,613,655
uncolored	1,978,331	3,345,902	4,866,559	3,955,117	3,774,407	5,571,576	6,139,391	6,926,485	4,130,149	2,907,276

twist, yarn, and thread	81,813	108,132	170,633	92,555	17,405	37,260	34,718	22,594	49,315	.....
other manufactures of	255,799	338,375	327,479	415,680	335,981	625,808	571,638	733,648	423,085	336,250
Hemp and flax—										
cloth and thread	1,364	477	495	1,009	1,183	1,647	5,468	2,924	24,456	2,506
bags, and all manufactures of	10,765	5,305	6,218	4,549	10,593	6,376	8,154	13,860	55,261	34,002
Wearing apparel	45,140	47,101	574,834	75,945	207,632	1,211,894	250,228	239,733	234,388	223,801
Earthen and stone ware	6,521	4,758	8,512	10,632	15,644	23,096	18,310	53,685	34,525	32,119
Combs and buttons	35,945	17,026	16,461	38,136	23,987	27,334	28,833	31,395	37,684	32,049
Brushes	3,110	2,967	2,160	2,924	2,827	8,257	4,385	6,612	9,501	10,856
Billiard tables and apparatus	1,583	615	12	701	2,295	1,798	1,088	1,673	3,204	4,916
Umbrellas, parasols, and sunshades	2,427	2,150	2,916	5,800	3,395	12,260	8,340	6,183	11,658	8,441
Manufactures of India rubber	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,409,107
Leather and morocco (not sold per pound)	26,667	29,856	16,483	9,427	9,800	13,309	18,617	6,448	17,018	36,045
Fire-engines and apparatus	9,802	3,443	7,686	548	3,140	9,488	16,784	9,652	6,597	14,829
Printing-presses and types	43,792	17,431	30,403	28,031	39,242	71,401	47,781	32,250	33,012	36,405
Musical instruments	25,375	16,997	38,508	23,713	21,634	55,700	67,733	52,397	126,128	106,857
Books and maps	63,567	44,751	75,193	94,427	119,475	153,912	217,809	142,604	187,335	207,218
Paper and stationery	124,597	88,731	78,307	86,827	99,696	155,664	119,535	122,212	192,339	185,637
Paints and varnish	52,182	54,115	50,739	55,145	67,597	109,834	85,369	83,020	121,823	163,096
Manufactures of glass	90,860	71,155	76,007	101,419	136,682	185,436	194,634	170,561	229,476	204,679
Manufactures of tin	8,902	6,363	12,353	13,143	13,590	27,823	23,420	22,988	30,750	14,279
Manufactures of pewter and lead	10,278	13,694	7,739	13,196	22,682	16,426	18,469	14,064	16,478	5,233
Manufactures of marble and stone	14,234	11,220	22,466	20,282	34,510	41,449	57,240	47,628	88,327	168,546
Manufactures of gold and silver, and gold leaf	3,660	4,268	6,241	4,502	4,583	68,639	20,332	11,872	1,311,513	9,051
Quicksilver	.....	.....	.....	.....	.....	.....	.....	.....	442,383	806,119
Artificial flowers and jewelry	24,420	3,126	11,217	8,557	45,283	121,013	114,738	66,397	50,471	22,043
Trunks	10,613	5,270	6,126	5,099	10,370	12,207	15,035	27,148	23,673	35,203
Bricks and lime	12,578	17,623	24,174	8,671	16,348	22,045	13,539	32,625	33,314	57,393
Articles not enumerated	1,379,566	1,108,984	1,137,828	1,408,278	3,869,071	3,793,341	2,877,659	3,788,700	4,972,084	4,014,432
Total	11,139,582	10,476,345	12,858,758	11,280,075	15,196,451	20,186,967	18,862,931	22,599,930	26,849,411	28,833,299
Gold and silver coin	423,851	62,620	2,700,412	956,874	2,046,679	18,069,580	37,437,837	23,548,535	38,234,566	53,957,418
	11,563,433	10,538,965	15,559,170	12,236,949	17,243,130	38,256,547	56,300,768	46,148,465	65,083,977	82,790,717

TREASURY DEPARTMENT, *Register's Office, October* 26, 1855.

C. T. JONES, *Acting Register.*

No. 23.

Statement exhibiting the value of foreign merchandise imported, re-exported, and consumed, annually, from 1821 *to* 1855, *inclusive; and also the estimated population and rate of consumption per capita during the same period.*

Years ending—	Value of foreign merchandise.			Population.	Consumption per capita.
	Imported.	Re-exported.	Consumed and on hand.		
September 30.....1821	$62,585,724	$21,302,488	$41,283,236	9,960,974	$4 14
1822	83,241,541	22,286,202	60,955,339	10,283,757	5 92
1823	77,579,267	27,543,622	50,035,645	10,606,540	4 71
1824	80,549,007	25,337,157	55,211,850	10,929,323	5 05
1825	96,340,075	32,590,643	63,749,432	11,252,106	5 66
1826	84,974,477	24,539,612	60,434,865	11,574,889	5 22
1827	79,484,068	23,403,136	56,080,932	11,897,672	4 71
1828	88,509,824	21,595,017	66,914,807	12,220,455	5 47
1829	74,492,527	16,658,478	57,834,049	12,543,238	4 61
1830	70,876,920	14,387,479	56,489,441	12,866,020	4 39
1831	103,191,124	20,033,526	83,157,598	13,286,364	6 25
1832	101,029,266	24,039,473	76,989,793	13,706,707	5 61
1833	108,118,311	19,822,735	88,295,576	14,127,050	6 25
1834	126,521,332	23,312,811	103,208,521	14,547,393	7 09
1835	149,895,742	20,504,495	129,391,247	14,967,736	8 64
1836	189,980,035	21,746,360	168,233,675	15,388,079	10 93
1837	140,989,217	21,854,962	119,134,255	15,808,422	7 53
1838	113,717,404	12,452,795	101,264,609	16,228,765	6 23
1839	162,092,132	17,494,525	144,597,607	16,649,108	8 68
1840	107,141,519	18,190,312	88,951,207	17,069,453	5 21
1841	127,946,177	15,469,081	112,477,096	17,612,507	6 38
1842	100,162,087	11,721,538	88,440,549	18,155,561	4 87
9 mos. to June 30, 1843	64,753,799	6,552,697	58,201,102	18,698,615	3 11
Year to June 30....1844	108,435,035	11,484,867	96,950,168	19,241,670	5 03
1845	117,254,564	15,346,830	101,907,734	19,784,725	5 15
1846	121,691,797	11,346,623	110,345,174	20,327,780	5 42
1847	146,545,638	8,011,158	138,534,480	20,780,835	6 60
1848	154,998,928	21,128,010	133,870,918	21,413,890	6 25
1849	147,857,439	13,088,865	134,768,574	21,956,945	6 13
1850	178,138,318	14,951,808	163,186,510	23,246,301	7 02
1851	216,224,932	21,698,293	194,526,639	24,250,000	8 02
1852	212,945,442	17,289,382	195,656,060	24,500,000	8 00
1853	267,978,647	17,558,460	250,420,187	25,000,000	10 00
1854	304,562,381	24,850,194	279,712,187	25,750,000	10 00
1855	261,468,520	28,448,293	233,020,227	26,500,000	8 79
	4,632,273,216	668,041,927	3,964,231,289	.....	.....

C T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 24.

Statement exhibiting the total value of imports, and the imports consumed in the United States, exclusive of specie, during each fiscal year, from 1821 *to* 1855 ; *showing, also, the value of foreign and domestic exports, exclusive of specie, and the tonnage employed during the same periods.*

Years.	Total imports, including specie.	Imports entered for consumption, exclusive of specie.	Domestic produce exported, exclusive of specie.	Foreign merchandise exported, exclusive of specie.	Total exports, including specie.	Tonnage.
1821	$62,585,724	$43,696,405	$43,671,894	$10,824,429	$64,974,382	1,298,958
1822	83,241,541	68,367,425	49,874,079	11,504,270	72,160,281	1,324,699
1823	77,579,267	51,308,936	47,155,408	21,172,435	74,699,030	1,336,566
1824	80,549,007	53,846,567	50,649,500	18,322,605	75,986,657	1,389,163
1825	96,340,075	66,375,722	66,809,766	23,793,588	99,535,388	1,423,112
1826	84,974,477	57,652,577	52,499,855	20,440,934	77,595,322	1,534,191
1827	79,484,068	54,901,108	57,878,117	16,431,830	82,324,827	1,620,608
1828	88,509,824	66,975,475	49,976,632	14,044,608	72,264,686	1,741,392
1829	74,492,527	54,741,571	55,087,307	12,347,344	72,358,671	1,260,798
1830	70,876,920	49,575,009	58,524,878	13,145,857	73,849,508	1,191,776
1831	103,191,124	82,808,110	59,218,583	13,077,069	81,310,583	1,267,847
1832	101,029,266	75,327,688	61,726,529	19,794,074	87,176,943	1,439,450
1833	108,118,311	83,470,067	69,950,856	15,577,876	90,140,433	1,606,151
1834	126,521,332	86,973,147	80,623,662	21,636,553	104,336,973	1,758,907
1835	149,895,742	122,007,974	100,459,481	14,756,321	121,693,577	1,824,940
1836	189,980,035	158,811,392	106,570,942	17,767,762	128,663,040	1,882,103
1837	140,989,217	113,310,571	94,280,895	17,162,232	117,419,376	1,896,686
1838	113,717,404	86,552,598	95,560,880	9,417,690	108,486,616	1,994,640
1839	162,092,132	145,870,816	101,625,533	10,626,140	121,028,416	2,096,380
1840	107,141,519	86,250,335	111,660,561	12,008,371	132,085,946	2,180,764
1841	127,946,177	114,776,309	103,636,236	8,181,235	121,851,803	2,130,744
1842	100,162,087	87,996,318	91,799,242	8,078,753	104,691,534	2,092,391
*1843	64,753,799	37,294,129	77,686,354	5,139,335	84,346,480	2,158,603
1844	108,435,035	96,390,548	99,531,774	6,214,058	111,206,046	2,280,095
1845	117,254,564	105,599,541	98,455,330	7,584,781	114,646,606	2,417,002
1846	121,691,797	110,048,859	101,718,042	7,865,206	113,488,516	2,562,085
1847	146,545,638	116,257,595	150,574,844	6,166,754	158,648,622	2,839,046
1848	154,998,928	140,651,902	130,203,709	7,986,802	154,032,131	3,154,042
1849	147,857,439	132,565,168	131,710,081	8,641,691	145,755,820	3,334,015
1850	178,138,318	164,032,033	134,900,233	9,475,493	151,898,720	3,535,454
1851	216,224,932	200,476,219	178,620,138	10,295,121	218,388,011	3,772,439
1852	212,945,442	195,072,695	154,931,147	12,037,043	209,641,625	4,138,441
1853	267,978,647	251,071,358	189,869,162	13,096,213	230,452,250	4,407,010
1854	304,562,381	275,955,893	215,156,304	21,648,304	278,241,064	4,802,903
1855	261,468,520	231,650,340	192,751,135	26,158,368	275,156,846	5,212,001
Total.	4,632,273,216	3,868,662,400	3,465,349,089	472,421,145	4,330,536,729	80,905,402

* Nine months, ending June 30, 1843.

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 25.

Statement exhibiting a summary view of the exports of domestic produce, &c., of the United States during the years ending on the 30th June, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854 *and* 1855.

Years.	Product of—						Raw produce.	Specie and bullion.	Total value.
	The sea.	The forest.	Agriculture.	Tobacco.	Cotton.	Manufactures.			
1847.....	$3,468,033	$5,996,073	$68,450,383	$7,242,086	$53,415,848	$10,351,364	$2,102,838	$62,620	$150,637,464
1848.....	1,980,963	7,059,084	37,781,446	7,551,122	61,998,294	12,774,480	1,058,320	2,700,412	132,904,121
1849.....	2,547,654	5,917,994	38,858,204	5,804,207	66,396,967	11,249,877	935,178	956,874	132,666,955
1850.....	2,824,818	7,442,503	26,547,158	9,951,023	71,984,616	15,196,451	953,664	2,045,679	136,946,912
1851.....	3,294,691	7,847,022	24,369,210	9,219,251	112,315,317	20,136,967	1,437,893	18,069,580	196,489,718
1852.....	2,282,342	7,864,220	26,378,872	10,031,283	87,965,732	18,862,931	1,545,767	37,437,837	192,368,984
1853.....	3,279,413	7,915,259	33,463,573	11,319,319	109,456,404	22,599,930	1,835,264	23,548,535	213,417,697
1854.....	3,064,069	11,761,185	67,104,592	10,016,046	93,596,220	26,849,411	2,764,781	38,234,566	253,390,870
1855.....	3,516,894	12,603,837	42,567,476	14,712,468	88,143,844	28,833,299	2,373,317	53,957,418	246,708,553

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT, *Register's Office, October* 24, 1855.

No. 26.

Statement exhibiting the value of certain articles imported during the years ending June 30, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, *and* 1855, (*after deducting the re-exportations,*) *and the amount of duty which accrued on each during the same periods, respectively.*

Articles.	1844.		1845.		1846.		1847.		1848.		1849.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.
Woollens	$9,408,279	$3,313,495	$10,504,423	$3,731,014	$9,935,925	$3,480,797	$10,639,473	$3,192,293	$15,061,102	$4,196,007	$13,503,202	$3,723,768
Cottons	13,236,830	4,850,731	13,360,729	4,908,272	12,857,422	4,865,483	14,704,186	3,956,798	17,205,417	4,166,573	15,183,759	3,769,565
Hempen goods	865,427	213,862	801,661	198,642	696,888	138,394	625,871	121,588	606,900	121,380	460,335	92,067
Iron, and manufactures of	2,395,760	1,607,113	4,075,142	2,415,003	3,660,581	1,629,581	8,710,180	2,717,378	7,060,470	2,118,141	9,262,567	2,778,770
Sugar	6,897,245	4,597,093	4,049,708	2,555,075	4,397,239	2,713,866	9,406,253	3,160,444	8,775,223	2,632,567	7,275,780	2,182,734
Hemp, unmanufactured	261,913	101,338	140,372	55,122	180,221	62,282	65,220	19,452	180,335	54,100	478,232	143,470
Salt	892,112	654,881	883,359	678,069	748,566	509,244	878,871	228,892	1,027,656	205,531	1,424,529	284,906
Coal	203,681	133,845	187,962	130,221	336,691	254,149	330,875	162,008	426,997	128,099	382,254	114,676
Total	34,161,247	15,472,358	34,003,256	14,671,413	32,813,533	13,653,796	45,360,929	13,558,853	50,344,100	13,622,398	47,970,658	13,089,956

No. 26—Continued.

Articles.	1850.		1851.		1852.		1853.		1854.		1855.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties.	Value.	Duties
Woollens	$16 900 916	$4,682,457	$19 239 930	$5,331,600	$17 348 184	$4,769,083	$27.051.934	$7,459,794	$31.119 654	$8,629,180	$22 076.448	$6,088,157
Cottons	19,681,612	4,896,278	21,486,502	5,348,695	18,716,741	4,895,327	26,412,243	6,599,338	32,477,106	8,153,992	15.742,923	3,823,294
Hempen goods	490,077	98,015	615,239	123,048	343,777	68,755	433,604	86,721	59,824	11,631	239,593	47,919
Iron, and manufactures of	10,864,680	3,259,404	10,780,312	3,234,094	18,843,569	5,632,484	26,993,082	8,074,017	28,288,241	8,486,472	23,945.274	7,163,602
Sugar	6,950,716	2,085,215	13,478,709	4,043,613	13,977,393	4,193,218	14,168,337	4,250,501	11,604,656	3,481,397	13,284,663	3,985,399
Hemp, unmanufactured	574,783	172,435	212,811	63,843	164,211	49,263	326,812	98,044	335.632	100,689	55,458	16,637
Salt	1,227,518	245,504	1,025,300	205.060	1,102,101	220,420	1,041,577	208,315	1,290,975	258,195	1,692,587	338,517
Coal	361,855	108,557	478,095	143,429	405,652	121,695	488,491	146,547	585,926	175,777	893,825	268,147
Total	57,052,157	15,547,865	67,316,898	18,493,382	70,901,628	19,950,245	96,916,680	26,923,277	105,762 014	29,297,333	77,930,771	21,731,672

TREASURY DEPARTMENT, *Register's Office, October* 24, 1855.

C. T. JONES, *Acting Register.*

No. 27.

Statement exhibiting the value of foreign merchandise and domestic produce, &c., exported annually from 1821 *to* 1855.

Years ending—		Value of exports exclusive of specie.					Specie and bullion.
		Foreign merchandise.			Domestic produce.	Aggregate value of exports.	
		Free of duty.	Paying duty.	Total.			
September 30	1821	$286,698	$10,537,731	$10,824,429	$43,671,894	$54,496,323	$10,478,059
	1822	374,716	11,101,306	11,476,022	49,874,079	61,350,101	10,810,180
	1823	1,323,762	19,846,873	21,170,635	47,155,408	68,366,043	6,372,987
	1824	1,100,530	17,222,075	18,322,605	50,649,500	68,972,105	7,014,552
	1825	1,088,785	22,704,803	23,793,588	66,809,766	90,603,354	8,932,034
	1826	1,036,430	19,404,504	20,440,934	52,449,855	72,890,789	4,704,533
	1827	813,844	15,417,986	16,231,830	57,878,117	74,109,947	8,014,880
	1828	877,239	13,167,339	14,044,578	49,976,632	64,021,210	8,243,476
	1829	919,943	11,427,401	12,347,344	55,087,307	67,434,651	4,924,020
	1830	1,078,695	12,067,162	13,145,857	58,524,878	71,670,735	2,178,773
	1831	642,586	12,434,483	13,077,069	59,218,583	72,295,652	9,014,931
	1832	1,345,217	18,448,857	19,794,074	61,726,529	81,520,603	5,656,340
	1833	5,165,907	12,411,969	17,577,876	69,950,856	87,528,732	2,611,701
	1834	10,757,033	10,879,520	21,636,553	80,623,662	102,260,215	2,076,758
	1835	7,012,666	7,743,655	14,756,321	100,459,481	115,215,802	6,477,775
	1836	8,534,895	9,232,867	17,767,762	106,570,942	124,338,704	4,324,336
	1837	7,756,189	9,406,043	17,162,232	94,280,895	111,443,127	5,976,249
	1838	4,951,306	4,466,384	9,417,690	95,560,880	104,978,570	3,508,046
	1839	5,618,442	5,007,698	10,626,140	101,625,533	112,251,673	8,776,743
	1840	6,202,562	5,805,809	12,008,371	111,660,561	123,668,932	8,417,014
	1841	3,953,054	4,228,181	8,181,235	103,636,236	111,817,471	10,034,332
	1842	3,194,299	4,884,454	8,078,753	91,799,242	99,877,995	4,813,539
9 months to June 30,	1843	1,682,763	3,456,572	5,139,335	77,686,354	82,825,689	1,520,791
Year to June 30	1844	2,251,550	3,962,508	6,214,058	99,531,774	105,745,832	5,454,214
	1845	2,413,050	5,171,731	7,584,781	98,455,330	106,040,111	8,606,495

No. 27—Continued.

Years ending—	Value of exports exclusive of specie.					Specie and bullion.
	Foreign merchandise.			Domestic produce.	Aggregate value of exports.	
	Free of duty.	Paying duty.	Total.			
Year to June 30.....1846.....	$2,342,629	$5,522,577	$7,865,206	$101,718,042	$109,583,248	$3,905,268
1847.....	1,812,847	4,353,907	6,166,754	150,574,844	156,741,598	1,907,024
1848.....	1,410,307	6,576,499	7,986,806	130,203,709	138,190,515	15,841,616
1849.....	2,015,815	6,625,276	8,641,091	131,710,081	140,351,172	5,404,648
1850.....	2,099,132	7,376,361	9,475,493	134,900,233	144,375,726	7,522,994
1851.....	1,742,154	8,552,967	10,295,121	178,620,138	188,915,259	29,472,752
1852.....	2,538,159	9,498,884	12,037,043	154,931,147	166,968,190	42,674,135
1853.....	1,894,046	11,202,167	13,096,213	189,869,162	202,965,375	27,486,875
1854.....	3,210,907	18,437,397	21,648,304	215,156,304	236,804,608	41,436,456
1855.....	6,516,550	19,641,818	26,158,368	192,751,135	218,909,503	56,247,343
Total.....	105,964,707	368,225,764	474,190,471	3,465,299,089	3,939,489,560	390,841,869

TREASURY DEPARTMENT, *Register's Office, October* 24, 1855.

C. T. JONES, *Acting Register.*

No. 28.

Statement exhibiting the quantity of wine, spirits, &c., imported annually, from 1843 *to* 1855, *inclusive.*

No. 1.—WINE IN CASKS.

Period of importation.	Madeira.		Sherry.		Sicily.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. ending June 30, 1843	3,949	$9,075	4,085	$6,491	14,579	$6,617
Year ending June 30, 1844	16,754	30,575	18,665	23,418	31,180	15,000
Do.....1845	101,176	145,237	23,616	38,289	110,590	46,033
Do.....1846	169,797	122,895	26,538	41,761	209,131	74,000
5 mos. ending Nov. 30, 1846	117,117	128,613	14,543	26,194	21,281	8,933
7 mos. ending June 30, 1847	13,806	5,717	77,521	56,061	92,631	24,230
Year ending June 30, 1848	44,634	21,630	215,935	109,983	190,294	67,364
Do.....1849	193,971	105,302	170,794	128,510	130,851	32,231
Do.....1850	303,125	150,096	212,092	118,952	91,123	24,933
Do.....1851	163,941	116,008	250,277	154,668	301,010	98,975
Do.....1852	216,683	103,917	168,610	97,680	91,746	22,563
Do.....1853	226,403	105,628	313,048	155,819	190,205	45,794
Do.....1854	120,391	54,270	415,298	244,028	68,870	23,191
Do.....1855	71,912	46,445	383,398	208,414	197,700	65,359

No. 2.—WINE IN CASKS.

Period of importation.	Port.		Claret.		Other red wine.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. ending June 30, 1843	38,593	$25,714	873,895	$134,598	.....	.....
Year ending June 30, 1844	223,615	156,878	993,198	218,239	340,387	$60,096
Do.....1845	260,593	162,358	1,051,862	249,633	495,558	143,210
Do.....1846	372,528	148,895	951,351	249,703	954,646	316,821
5 mos. ending Nov. 30, 1846	80,991	62,851	294,433	111,453	1,072,589	328,814
7 mos. ending June 30, 1847	8,075	3,791	591,656	119,844	539,454	119,411
Year ending June 30, 1848	501,123	170,134	1,227,071	221,416	781,073	180,928
Do.....1849	711,268	272,700	1,912,701	263,836	994,458	221,177
Do.....1850	626,211	305,454	1,919,766	267,445	1,469,256	265,988
Do.....1851	762,967	349,849	1,940,121	280,333	1,245,201	236,727
Do.....1852	614,816	240,238	2,702,612	405,380	1,172,316	229,350
Do.....1853	662,791	268,005	2,633,802	482,827	1,374,416	377,482
Do 1854	393,197	177,935	2,045,474	497,005	1,854,885	450,195
Do.....1855	186,460	97,987	1,371,400	440,631	1,519,505	459,985

No. 28—Continued.

No. 3.—WINE, BRANDY, GRAIN SPIRITS.

Period of importation.	Other white wine.		Brandy.		Grain spirits.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. ending June 30, 1843	123,832	$28,205	191,832	$106,267	259,129	$121,547
Year ending June 30, 1844	268,414	75,090	782,510	606,633	416,918	171,015
Do.....1845	591,735	211,183	1,081,314	819,450	606,311	262,543
Do.....1846	705,808	310,241	963,147	839,231	677,785	345,352
5 mos. ending Nov. 30, 1846	618,267	296,736	331,108	355,451	136,323	86,073
7 mos. ending June 30, 1847	278,482	69,831	623,309	575,631	327,635	143,549
Year ending June 30, 1848	840,687	193,358	1,370,111	1,135,089	676,683	327,493
Do.....1849	971,895	210,139	2,964,091	1,347,514	796,276	327,957
Do.....1850	1,088,801	215,353	4,145,802	2,659,537	751,183	361,078
Do.....1851	1,085,374	209,847	3,163,783	2,128,679	984,417	364,204
Do.....1852	935,379	195,870	2,751,810	1,792,729	865,301	294,386
Do.....1853	1,275,290	305,287	3,854,956	3,251,408	1,060,456	424,638
Do.....1854	1,379,888	380,204	2,152,366	2,255,344	1,197,234	564,569
Do.....1855	939,354	322,257	1,024,497	1,479,362	1,190,642	575,560

No. 4.—OTHER SPIRITS, BEER, ALE, AND PORTER.

Period of importation.	Other spirits.		Beer, ale, and porter, from England.		Beer, ale, and porter, from Scotland.	
	Gallons.	Value.	Gallons.	Value.	Gallons.	Value.
9 mos. ending June 30, 1843	135,399	$32,095	62,612	$57,098	7,423	$6,335
Year ending June 30, 1844	210,477	78,027	107,489	102,157	19,236	18,343
Do.....1845	270,484	78,957	79,302	73,729	26,711	21,294
Do.....1846	221,344	81,713	117,621	110,397	38,464	39,831
5 mos. ending Nov. 30, 1846	65,477	28,862	46,146	42,987	2,151	1,895
7 mos. ending June 30, 1847	160,747	57,806	132,157	67,305	15,375	8,657
Year ending June 30, 1848	228,671	75,943	130,008	101,171	39,282	21,533
Do.....1849	542,492	145,784	146,473	118.233	52,297	30,088
Do.....1850	339,169	113,779	156,735	129,957	52,856	41,790
Do.....1851	309.214	100,850	275.336	189,010	88,179	56,736
Do.....1852	359,677	98,940	262,838	186,964	110,752	67,804
Do.....1853	336,477	106,501	397,420	284,347	131,357	77,414
Do.....1854	399,583	128,308	825,571	424,875	270,064	128,667
Do.....1855	397,572	151,378	919,252	559,900	345,016	188,457

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT
Register's Office, October 24, 1855.

No. 29.

Statement exhibiting the value of imports, annually, from 1821 *to* 1855.

Years ending—	Value of merchandise imported.			
	Specie and bullion.	Free of duty.	paying duty.	Total.
September....30, 1821	$8,064,890	$2,017,423	$52,503,411	$62,585,724
1822	3,369,846	3,928,862	75,942,833	83,241,541
1823	5,097,896	3,950,392	68,530,979	77,579,267
1824	8,379,835	4,183,938	67,985,234	80,549,007
1825	6,150,765	4,796,745	85,392,565	96,340,075
1826	6,880,966	5,686,803	72,406,708	84,974,477
1827	8,151,130	3,703,974	67,628,964	79,484,068
1828	7,489,741	4,889,435	76,130,648	88,509,824
1829	7,403,612	4,401,889	62,687,026	74,492,527
1830	8,155,964	4,590,281	58,130,675	70,876,920
1831	7,305,945	6,150,680	89,734,499	103,191,124
1832	5,907,504	8,341,949	86,779,813	101,029,266
1833	7,070,368	25,377,582	75,670,361	108,118,311
1834	17,911,632	50,481,548	58,128,152	126,521,332
1835	13,131,447	64,809,046	71,955,249	149,895,742
1836	13,400,881	78,655,600	97,923,554	189,980,035
1837	10,516,414	58,733,617	71,739,186	140,989,217
1838	17,747,116	43,112,889	52,857,399	113,717,404
1839	5,595,176	70,806,616	85,690,340	162,092,132
1840	8,882,813	48,313,391	49,945,315	107,141,519
1841	4,988,633	61,031,098	61,926,446	127,946,177
1842	4,087,016	26,540,470	69,534,601	100,162,087
9 m'ths to June 30, 1843	22,390,559	13,184,025	29,179,215	64,753,799
Year to June 30, 1844	5,830,429	18,936,452	83,668,154	108,435,035
1845	4,070,242	18,077,598	95,106,724	117,254,564
1846	3,777,732	20,990,007	96,924,058	121,691,797
1847	24,121,289	17,651,347	104,773,002	146,545,638
1848	6,360,224	16,356,379	132,282,325	154,998,928
1849	6,651,240	15,726,425	125,479,774	147,857,439
1850	4,628,792	18,081,590	155,427,936	178,138,318
1851	5,453,592	19,652,995	191,118,345	216,224,932
1852	5,505,044	24,187,890	183,252,508	212,945,442
1853	4,201,382	27,182,152	236,595,113	267,978,647
1854	6,958,184	26,327,637	271,276,560	304,562,381
1855	3,659,812	36,430,524	221,378,184	261,468,520
Total.....	289,298,111	857,289,249	3,485,685,856	4,632,273,216

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT, *Register's Office, October* 24, 1855.

No. 30.

Statement exhibiting the value of dutiable merchandise re-exported annually, from 1821 *to* 1855, *inclusive; and showing, also, the value re-exported from warehouses, under the act of August* 6, 1846.

Years.	Dutiable value of merchandise re-exported.	Value re-exported from warehouses.
1821	$10,537,731	.....
1822	11,101,306	.....
1823	19,846,873	.....
1824	17,222,075	.....
1825	22,704,803	.....
1826	19,404,504	.....
1827	15,617,986	.....
1828	13,167,339	.....
1829	11,427,401	.....
1830	12,067,162	.....
1831	12,434,483	.....
1832	18,448,857	.....
1833	12,411,969	.....
1834	10,879,520	.....
1835	7,743,655	.....
1836	9,232,867	.....
1837	9,406,043	.....
1838	4,466,384	.....
1839	5,007,698	.....
1840	5,805,809	.....
1841	4,228,181	.....
1842	4,884,454	.....
1843	3,456,572	.....
1844	3,962,508	.....
1845	5,171,731	.....
1846	5,522,577	.....
1847	4,353,907	$651,170
1848	6,576,499	2,869,941
1849	6,625,276	3,692,363
1850	7,376,361	5,261,291
1851	8,552,967	5,604,453
1852	9,514,925	6,855,770
1853	11,170,581	8,036,551
1854	18,437,397	14,608,712
1855	19,641,818	13,975,759
Total	368,410,219	61,556,010

C T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 31.

Statement exhibiting the aggregate value of breadstuffs and provisions exported annually, from 1821 *to* 1855.

Years ending—		Amount.
September 30	1821	$12,341,901
	1822	13,886,856
	1823	13,767,847
	1824	15,059,484
	1825	11,634,449
	1826	11,303,496
	1827	11,685,556
	1828	11,461,144
	1829	13,131,858
	1830	12,075,430
	1831	17,538,227
	1832	12,424,703
	1833	14,209,128
	1834	11,524,024
	1835	12,009,399
	1836	10,614,130
	1837	9,588,359
	1838	9,636,650
	1839	14,147,779
	1840	19,067,535
	1841	17,196,102
	1842	16,902,876
Nine months ending June 30,	1843	11,204,123
Year ending June 30	1844	17,970,135
	1845	16,743,421
	1846	27,701,121
	1847	68,701,921
	1848	37,472,751
	1849	38,155,507
	1850	26,051,373
	1851	21,948,651
	1852	25,857,027
	1853	32,985,322
	1854	65,941,323
	1855	38,895,348
		720,834,956

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 32.

Statement exhibiting the quantity and value of cotton exported annually, from 1821 *to* 1855, *inclusive, and the average price per pound.*

Years.	COTTON.				Value.	Average cost per pound.
	Bales.	Sea Island.	Other.	Total.		
	Pounds.				Dollars.	Cents
1821	.....	11,344,066	113,549,339	124,893,405	20,157,484	16.2
1822	.....	11,250,635	133,424,460	144,675,095	24,035,058	16.6
1823	.....	12,136,688	161,586,582	173,723,270	20,445,520	11.8
1824	.....	9,525,722	132,843,941	142,369,663	21,947,401	15.4
1825	.....	9,665,278	166,784,629	176,449,907	36,846,649	20.9
1826	.....	5,972,852	198,562,563	204,535,415	25,025,214	12.2
1827	.....	15,140,798	279,169,317	294,310,115	29,359,545	10
1828	.....	11,288,419	199,302,044	210,590,463	22,487,229	10.7
1829	.....	12,833,307	252,003,879	264,837,186	26,575,311	10
1830	.....	8,147,165	290,311,937	298,459,102	29,674,883	9.9
1831	.....	8,311,762	268,668,022	276,979,784	25,289,492	9.1
1832	.....	8,743,373	313,451,749	322,215,122	31,724,682	9.8
1833	.....	11,142,987	313,535,617	324,698,604	36,191,105	11.1
1834	.....	8,085,937	376,601,970	384,717,907	49,448,402	12.8
1835	.....	7,752,736	379,686,256	387,358,992	64,961,302	16.8
1836	.....	7,849,597	415,721,710	423,631,307	71,284,925	16.8
1837	.....	5,286,971	438,964,566	444,211,537	63,240,102	14.2
1838	.....	7,286,340	588,615,957	595,952,297	61,556,811	10.3
1839	.....	5,107,404	408,566,808	413,624,212	61,238,982	14.8
1840	.....	8,779,669	735,161,392	743,941,061	63,870,307	8.5
1841	.....	6,237,424	523,966,676	530,204,100	54,330,341	10.2
1842	.....	7,254,099	577,462,918	584,717,017	47,593,464	8.1
1843	.....	7,515,079	784,782,027	792,297,106	49,119,806	6.2
1844	.....	6,099,076	657,534,379	663,633,455	54,063,501	8.1
1845	.....	9,380,625	863,516,371	872,905,996	51,739,643	5.92
1846	.....	9,388,533	538,169,522	547,558,055	42,767,341	7.81
1847	.....	6,293,973	520,925,985	527,219,958	53,415,848	10.34
1848	.....	7,724,148	806,550,283	814,274,431	61,998,294	7.61
1849	.....	11,969,259	1,014,633,010	1,026,602,269	66,396,967	6.4
1850	.....	8,236,463	627,145,141	635,381,604	71,984,616	11.3
1851	.....	8,299,656	918,937,433	927,237,089	112,315,317	12.11
1852	.....	11,738,075	1,081,492,564	1,093,230,639	87,965,732	8.05
1853	.....	11,165,165	1,100,405,205	1,111,570,370	109,456,404	9.85
1854	.....	10,486,423	977,346,683	987,833,106	93,596,220	9.47
1855	2,303,403	13,058,590	995,366,011	1,008,424,601	88,143,844	8.74
Total.	2,303,403	320,507,294	18,154,756,946	18,475,264,240	1,830,247,742	.....

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 33.

Statement exhibiting the quantity and value of tobacco and rice exported annually, from 1821 *to* 1855, *inclusive.*

Years.	TOBACCO.					RICE.			
	Bales.	Cases.	Hogsheads	Value.	Av'ge cost pr hhd.	Bar'ls.	Tierces.	Value.	Av'ge cost per tierce.
1821	.....	.....	66,858	$5,648,962	$84 49	.....	88,221	$1,494,307	$16 94
1822	.....	.....	83,169	6,222,838	74 82	.....	87,089	1,553,482	17 84
1823	.....	.....	99,009	6,282,672	63 45	.....	101,365	1,820,985	17 96
1824	.....	.....	77,883	4,855,566	62 34	.....	113,229	1,882,982	16 63
1825	.....	.....	75,984	6,115,623	80 48	.....	97,015	1,925,245	19 84
1826	.....	.....	64,098	5,347,208	83 42	.....	111,063	1,917,445	17 26
1827	.....	.....	100,025	6,577,123	65 75	.....	113,518	2,343,908	17 55
1828	.....	.....	96,278	5,269,960	54 73	.....	175,019	2,620,696	14 97
1829	.....	.....	77,131	4,982,974	64 60	.....	132,923	2,514,370	18 92
1830	.....	.....	83,810	5,586,365	66 66	.....	130,697	1,986,824	15 20
1831	.....	.....	86,718	4,892,388	56 41	.....	116,517	2,016,267	17 30
1832	.....	.....	106,806	5,999,769	56 17	.....	120,327	2,152.631	17 89
1833	.....	.....	83,153	5,755,968	69 20	.....	144,163	2,744,418	19 04
1834	.....	.....	87,979	6,595,305	74 96	.....	121,886	2.122,272	17 41
1835	.....	.....	94,353	8,250,577	87 44	.....	119,851	2,210,331	19 94
1836	.....	.....	109,042	10,058,640	92 24	.....	212,983	2,548,750	11 97
1837	.....	.....	100,232	5,795,647	57 82	.....	106,084	2,309,279	21 76
1838	.....	.....	100,593	7,392,029	73 48	.....	71,048	1,721,819	24 23
1839	.....	.....	78,995	9.832,943	124 47	.....	93,320	2,460,198	26 36
1840	.....	.....	119,484	9,883,957	82 72	.....	101,660	1,942,076	19 10
1841	.....	.....	147,828	12,576,703	85 07	.....	101,617	2,010,107	19 78
1842	.....	.....	158,710	9,540,755	60 11	.....	114,617	1,907,387	16 64
1843	.....	.....	94,454	4,650,979	49 24	.....	106,766	1,625,726	15 23
1844	.....	.....	163,042	8,397,255	51 50	.....	134,715	2,182,468	16 20
1845	.....	.....	147,168	7,469,819	50 75	.....	118,621	2,160,456	18 21
1846	.....	.....	147,998	8,478,270	57 28	.....	124,007	2,564,991	20 68
1847	.....	.....	135,762	7,242,086	53 34	.....	144,427	3,605,896	24 97
1848	.....	.....	130,665	7,551,122	57 78	.....	100,403	2,331,824	23 23
1849	.....	.....	101,521	5,804,207	57 17	.....	128,861	2,569,362	19 94
1850	.....	.....	145,729	9,951,023	68 28	.....	127,069	2,631,557	20 71
1851	.....	.....	95,945	9,219,251	96 09	.....	105,590	2,170,927	20 56
1852	.....	.....	137,097	10,031,283	73 17	.....	119,733	2,470,029	20 63
1853	.....	.....	159,853	11,319,319	70 81	.....	67,707	1,657,658	24 48
1854	.....	.....	126,107	10,016,046	79 42	.....	105,121	2,634,127	25 05
1855	12,913	13,366	150,213	14,712,468	.....	19,774	52,520	1,717,953	.....
Total.	12,913	13,366	3,833,692	263,307,100	.....	19,774	4,020,752	76,528,753	.....

C. T. JONES, *Acting Register.*

TREASURY DEPARTMENT,
Register's Office, October 24, 1855.

No. 34.—*Statement exhibiting the values of iron and manufactures of wool, manufactures of cotton, silk, manufactures of silk, flax untures of hemp, and manilla hemp unmanufactured, the productions* 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, *the exports of domestic productions of like character for the same*

Articles.	1840.		1841.		1842.	
	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
Iron, and manufactures of iron, and iron and steel:						
side-arms	$1,104		$194		$622	
fire-arms not specified	7,078		7,199		9,223	
drawing and cutting knives			395			
hatchets, axes, and adzes			40			
socket-chisels						
needles						
vices	9		175			
spades and shovels	43					
butt-hinges						
steelyards and scale-beams						
sickles and reaping-hooks						
scythes	109		159			
squares of iron and steel						
cutlery						
other manufactures of	60,866	$841,394	54,810	$806,823	83,047	$930,561
muskets	23,324		29,589		15,185	
rifles	377		217			
nails, wrought	1,584		1,069		6,498	
spikes					57	
chain cables, or parts thereof	104		144		114	
chains, other						
castings, vessels of						
castings, all other	8,022	115,644	905	99,904	824	68,507
sad-irons						
round iron, or brazier's rods	260				1,371	
sheet and hoop iron	6,841		3,336		1,652	
sheet-iron						
hoop-iron						
casement rods, (band and scroll,) slit, rolled, or hammered					606	
iron for ships, &c						
mill-saws, &c						
anchors, and parts thereof			159			
hammers and sledges						
hollow ware						
anvils, and parts thereof	91		600		903	
cap or bonnet wire					1	
tacks, brads, and sprigs					188	
wire, not above No. 14.						
wire, above No. 14						
wood-screws						
boiler plate						
old and scrap iron	2,157		800		900	
pig-iron		147,397	1,688	138,537	5,315	120,454
bar-iron, rolled	26,603		18,800		20,230	
bar-iron, otherwise	17,544		14,107		31,345	
nail or spike rods, slit, hammered, or rolled						
bar-iron						
railroad-iron						
Steel	33,961		24,848		18,447	
cast, shear, or German						
all other						
Wool, unmanufactured	26,246		44,226		90,865	
manufactures of						
cloths and cassimeres	266,571		121,807		78,904	
merino shawls, of wool	26,048		4,602		3,353	
blankets	28,098		10,943		6,111	
hosiery, gloves, mits, and bindings	7,368		1,320		236	
other manufactures of	9,098		2,781		1,241	
woolen and worsted yarn	4,268				114	
worsted stuff goods	54,134		17,741		48,846	
flannels	12,554		11,525		2,709	
carpeting	260		1,095		3,609	
baizes and bockings						
woolen and worsted articles, tambored or embroidered						
Cotton, manufactures of—						
dyed, printed, or colored	838,553	398,877	574,503	450,503	502,072	385,040
white	183,468	2,925,257	127,298	2,324,839	110,069	2,297,964

iron, and iron and steel, steel, wool unmanufactured, manufactures of manufactured, manufactures of flax, hemp unmanufactured, manufac- " " of foreign countries, exported from the United States during the years 1851, 1852, 1853, 1854, *and* 1855, *with a column annexed showing periods.*

1843.		1844.		1845.		1846.		1847.	
Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
$112	.....	.....	.....	$362	.....	$172	.....	$162	.....
2,711	.....	$1,472	.....	3,347	.....	3,380	.....	2,979	.....
924	.....	1,116	.....	962	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	277	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
495	.....	4	.....	668	.....	369	.....	742	.....
.....	.....	.....	.....	97	.....	107	.....	92	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	2,858	.....
20,448	$370,581	49,138	$528,219	40,936	$649,100	33,328	$921,652	13,681	$929,778
8,922	.....	27,963	.....	20,631	.....	14,373	.....	5,072	.....
.....	.....	.....	.....	106	.....	.....	.....	.....	.....
715	.....	1,657	.....	1,042	.....	1,871	.....	4,829	.....
63	.....	126	.....	240	.....	145	.....	315	.....
708	.....	.....	.....	97	.....	.....	.....	979	.....
183	.....	402	.....	319	.....	124	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	10	.....
436	41,189	37	54,598	375	118,248	1,153	107,905	305	68,889
297	.....	115	.....	93	.....	473	.....	.....	.....
491	.....	132	.....	317	.....	2,611	.....	125	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
769	.....	1,592	.....	150	.....	1,530	.....	2,439	.....
152	.....	549	.....	1,596	.....	2,656	.....	1,584	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
417	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	20	.....	.....	.....	.....	.....
.....	.....	.....	.....	18	.....	.....	.....	.....	.....
.....	.....	.....	.....	97	.....	35	.....	343	.....
.....	.....	.....	.....	102	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	160	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	8	.....	.....	.....
.....	.....	.....	.....	.....	.....	5	.....	.....	.....
.....	.....	.....	.....	.....	.....	22	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	281	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,624	.....
.....	.....	.....	.....	.....	.....	.....	.....	5,115	.....
570	120,923	1,553	133,592	2,054	77,669	12,521	122,295	7,952	168,817
7,986	.....	14,283	.....	8,678	.....	34,047	.....	9,186	.....
4,473	.....	8,517	.....	9,639	.....	13,497	.....	3,346	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	15,415	.....	20,052	.....	32,564	.....	19,218	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59,733	.....	.....	.....	.....	.....	.....	.....	.....	.....
34,651	.....	.....	.....	22,153	.....	41,571	203,996	37,302	89,460
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94,979	.....	27,238	.....	31,812	.....	57,585	.....	165.668	.....
.....	.....	3,486	.....	11,326	.....	4,069	.....	28,338	.....
198	.....	5,863	.....	4,352	.....	13,803	.....	2.604	.....
977	.....	938	.....	2,455	.....	357	.....	.....	.....
3,118	.....	2,005	.....	4,915	.....	5,491	.....	4,696	.....
.....	.....	857	.....	.....	.....	.....	.....	.....	.....
23,311	.....	20,479	.....	97,410	.....	59,039	.....	111,668	.....
9,504	.....	5,068	.....	3,747	.....	7,058	.....	2,343	.....
.....	.....	1,549	.....	629	.....	137	.....	377	.....
.....	.....	.....	.....	.....	.....	355	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
251,808	358,415	278,434	385,403	281,775	516,243	290,282	380,549	372,877	281,320
32,998	2,575,049	90,381	2,298,800	169,599	2,343,104	357,047	1,978,331	83,715	3,345,902

STATEMENT—

Articles.	1840.		1841.		1842.	
	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
Cotton, manufactures of—						
hosiery, gloves, mits, and bindings..	$13,633	.....	$15,943	.....	$4,429	.....
twist yarn and thread.....	53,030	$31,445	198,996	$43,503	208,193	$37,325
nankeens	5,630	1,200	4,404	.....	.....	.....
other manufactures of.....	9,176	192,728	7,982	303,701	12,129	250,361
velvets	.....	.....	.....	.....	.....	.....
articles tambored or embroidered...	.....	.....	.....	.....	.....	.....
cords, gimps, and galloons.....	.....	.....	.....	.....	.....	.....
Silk, raw	200,239	.....	227,113	.....	420	.....
floss	.....	.....	.....	.....	.....	.....
manufactures of.....	.....	.....	.....	.....	.....	.....
piece goods.....	649,323	.....	127,690	.....	175,215	.....
hosiery, gloves, mits, and bindings....	2,775	.....	624	.....	384	.....
sewing.....	41,609	.....	10,531	.....	8,518	.....
other manufactures of.....	318,775	.....	214,797	.....	81,042	.....
bolting cloth.....	3,050	.....	2,622	.....	.....	.....
articles tambored or embroidered.....	.....	.....	.....	.....	.....	.....
silk and worsted goods.....	.....	.....	15,812	.....	777	.....
hats and bonnets of.....	.....	.....	.....	.....	.....	.....
Flax, unmanufactured.....	.....	.....	.....	.....	.....	.....
manufactures of.....	.....	.....	.....	.....	.....	.....
linen, bleached or unbleached, dyed or colored	424,354	.....	275,579	.....	209,009	.....
other manufactures of.....	1,112	.....	4,880	.....	769	.....
hosiery, gloves, mits, &c.....	.....	.....	.....	.....	398	.....
articles tambored or embroidered.....	.....	.....	.....	.....	.....	.....
Hemp, unmanufactured.....	.....	.....	50	.....	533	.....
manilla, unmanufactured.....	.....	.....	.....	.....	.....	.....
manufactures of.....	.....	.....	.....	.....	.....	.....
ticklenburgs, osnaburgs, and burlaps	22,833	.....	15,287	.....	21,920	.....
sheeting, brown and white.....	139,366	.....	100,233	.....	86,029	.....
sail duck, (Russia, Holland, and ravens)	62,383	.....	44,734	.....	51,630	.....
cotton bagging.....	.....	.....	.....	.....	.....	.....
other manufactures of	1,765	8,242	7,252	13,400	3,297	1,038
Total.....	3,605,794	4,662,304	2,351,464	4,181,210	1,908,639	4,081,250

Continued.

1843.		1844.		1845.		1846.		1847.	
Foreign.	Domestic	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
$4,881	.....	$4,325	.....	$2,455	.....	$1,780	.....	.....	.....
15,028	$57,312	24,958	$44,421	10,922	$14,379	8,482	$81,813	$3,808	$108,132
.....	.....	.....	.....	.....	1,174,038	.....	848,989	.....	8,794
8,395	232,774	6,550	170,156	23,131	280,164	13,071	255,799	19,595	338,375
.....	.....	.....	.....	21,671	.....	2,541	.....	6,140	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3,353	.....	7,102	.....	4,362	.....	23,999	.....	8,385	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	21,813	.....	7,225	.....	181.715	.....
513	.....	.....	.....	.....	.....	.....	.....	2,055	.....
190	.....	2,397	.....	1,268	.....	1,624	.....	850	.....
205,332	.....	238,451	.....	223,191	.....	186,904	.....	149,553	.....
742	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4,929	.....	190	.....	15,916	.....	3,641	.....	22,992	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	696	.....	6,544	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
158,188	.....	119,068	.....	138,913	.....	112,999	.....	90,024	.....
3,479	.....	10,658	.....	20,713	.....	12,571	.....	7,577	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2,019	.....	452	.....	4,837	.....	.....	.....	1,157	.....
472	.....	6,274	.....	1,446	.....	73,139	.....	27,307	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27,072	.....	32,436	.....	20,397	.....	7,847	.....	4,816	.....
40,662	.....	53,405	.....	31,251	.....	28,350	.....	27,205	.....
22,160	.....	23,172	.....	29,485	.....	27,607	.....	12,648	.....
8,174	.....	1,159	.....	14,551	.....	23,714	.....	10,858	.....
4,427	326	27,830	311	.....	14,762	.....	12,129	3,484	5,782
1,892,928	3,756,569	1,108,712	3,615,423	1,328,057	5,187,707	1,527,439	4,913,388	1,472,769	5,345,249

STATEMENT—

Articles.	1848.		1849.		1850.	
	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
Iron, and manufactures of iron, and iron and steel:						
side-arms			$684			
fire-arms not specified	$1,397		6,046		$6,928	
drawing and cutting knives	818		214		265	
hatchets, axes, and adzes	455		200		90	
socket-chisels	385		100			
needles	1,537		4,375		1,169	
vices	11		240			
spades and shovels	120		1,015		2,268	
butt-hinges	6		512			
steelyards and scale-beams			50			
sickles and reaping-hooks						
scythes						
squares of iron and steel						
cuttlery	9,825		16,949		11,102	
other manufactures of	30,668	$1,022,408	27,987	$886,639	23,948	$1,677,792
muskets	4,899		6,102		11,142	
rifles						
nails, wrought	610		1,418		2,095	
spikes						
chain cables, or parts thereof	311		612		693	
chains, other						
castings, vessels of	369		251		157	
castings, all other	11	83,188	2,768	60,175	1,218	79,318
sad-irons	189		424			
round iron, or brazier's rods						
sheet and hoop-iron						
sheet-iron	1,902		2,924		3,190	
hoop-iron	1,936		537		217	
casement rods, (band and scroll,) slit, rolled, or hammered						
iron for ships, &c						
mill-saws, &c	25		397			
anchors, and parts thereof					315	
hammers and sledges						
hollow ware						
anvils, and parts thereof	94		361		99	
cap or bonnet wire						
tacks, brads, and sprigs			205		72	
wire, not above No. 14			174		63	
wire, above No. 14					1,200	
wood-screws						
boiler plate						
old and scrap iron	1,300					
pig-iron	2,091	154,036	16,887	149,358	5,679	154,210
bar iron, rolled	30,110		10,545		15,130	
bar-iron, otherwise	9,226		7,262		13,776	
nail or spike-rods, slit, hammered, or rolled						
bar-iron						
railroad iron						
Steel						
cast, shear, or German	39,781		54,486		23,847	
all other	1,616		558		16,346	
Wool, unmanufactured	1,840		6,691			
manufactures of						
cloths and cassimeres	106,299		110,822		55,303	
merino shawls, of wool	5,307		12,091		5,094	
blankets	6,161		7,312		5,962	
hosiery, gloves, mits, and bindings	3,123		2,420		786	
other manufactures of	14,202		16,300		15,497	
woolen and worsted yarn	275		268		375	
worsted stuff goods	24,948		47,126		80,534	
flannels	17,025		2,973		5,269	
carpeting	1,597		580		6,115	
baizes and bockings	844		1,512		350	
woolen and worsted articles, tam bored or embroidered					349	
Cotton, manufactures of—						
dyed, printed, or colored	640,919	351,169	424,941	466,574	274,559	606,631
white	487,456	4,866,559	81,690	3,955,117	44,724	3,774,407
hosiery, gloves, mits, and bindings	20,272		10,425		22,943	
twist yarn and thread	40,783	170,633	7,718	92,555	21,093	17,405
nankeens		2,365		3,203		
other manfactures of	13,884	397,479	29,313	415,680	41,672	335,981
velvets	4,072		9,869		3,834	
articles tambored or embroidered	2,534		3,360		8,002	

Continued.

1851.		1852.		1853.		1854.		1855.	
Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic
		$1,303		$287		$329		$1,659	
$10,198		4,751		3,126		8,902		17,030	
154		47		154		2,896			
100				225		6,282			
						3,027			
1,271		1,394		988		3,811		11,805	
37		18				984			
						3,800			
						277			
						3,180			
						4,844			
						3,250			
						1,002			
14,996		19,732		8,241		100,463		224,101	
32,500	1,675,621	33,908	$1,993,807	96,519	$2,097,234	284,073	$3,449,869	875,012	$3,158,596
12,377		1,642		14,598		12,847		10,406	
1,066		1,751				12,626		47,573	
						6,782			
3,654		2,651		2,032		10,608		34,375	
24		38		476		2,236			
	164,425		191,388		220,420	9,002	458,202		306,439
						312			
		797				91			
1,337		3,068		3,229		37,648		9,907	
1,254		1,083		2,330		15,835		14,822	
		300				4,760		12,629	
				505		16,787		8,069	
1,661		2,075		760		9,620		4,786	
						2,346			
310		394		29		1,555		3,491	
						33,321		8,509	
678		2,944				1,096			
		1,439				1,113			
		1,330				1,436		3,445	
1,993	215,652	2,568	118,694	1,702	181,998	71	302,279	9,910	288,437
15,839		48,836		126,307		161,896			
1,539		3,638		845		16,519			
						945			
								117,894	
								150,100	
37,103		31,569		30,637		39,599		26,783	
1,268				1,000		13,648		36,285	
7,966		54,285		51,387		41,668		131,442	27,802
79,438		101,253		93,116		340,723		992,777	
25,085		22,231		39,726		175,858		228,159	
9,259		9,199		12,069		29,698		58,204	
2,264		3,166		7,581		26,029		66,878	
86,203		21,340		110,576		252,748		349,661	
49		384		5,000		47,082		18,969	
60,779		76,664		60,263		250,855		415,622	
3,148		13,287		8,058		74,788		77,018	
779		8,507		6,952		54,452		120,413	
		847				6,144			
375				648		4,520			
440,441	1,006,561	457,620	926,404	622,540	1,086,167	684,483	1,136,493		2,613,655
132,020	5,571,576	401,215	6,139,391	362,052	6,926,485	502,387	3,927,148	1,336,634	2,907,276
25,923		22,287		20,396		52,420		127,191	
20,546	37,260	48,155	34,718	69,607	22,594	40,795	49,315	38,460	
37,103	625,808	49,935	571,638	158,619	733,648	157,759	422,560	413,269	336,250
3,823		7,684		14,995		19,169		62,173	
14,978		8,560		5,273		4,894			

STATEMENT—

Articles.	1848.		1849.		1850.	
	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.
Cotton, manufactures of—						
cords, gimps, and galloons	$6,252	.....	$3,766	.....	$10,350	.....
Silk, raw	19,858	.....	55,515	.....	7,408	.....
floss	.....	.....	.....	.....	.....	.....
manufactures of	.....	.....	.....	.....	.....	.....
piece goods	259,281	.....	307,965	.....	285,677	.....
hosiery, gloves, mitts, and bindings	5,728	.....	4,877	.....	3,934	.....
sewing	3,910	.....	4,707	.....	5,396	.....
other manufactures of	36,228	.....	62,262	.....	29,046	.....
bolting cloth	319	.....	639	.....	.....	.....
articles tambored or embroidered	35,248	.....	7,170	.....	28,084	.....
silk and worsted goods	2,614	.....	27,537	.....	15,795	.....
hats and bonnets of	139	.....	952	.....	500	.....
Flax, unmanufactured	.....	.....	.....	.....	.....	.....
manufactures of	.....	.....	.....	.....	.....	.....
linen, bleached or unbleached, dyed or colored	279,204	.....	178,041	.....	110,551	.....
other manufactures of	20,955	.....	9,474	.....	17,198	.....
hosiery, gloves, mits, &c	.....	.....	.....	.....	397	.....
articles tambored or embroidered	.....	.....	433	.....	1,732	.....
Hemp, unmanufactured	7,570	$27,657	13,401	$8,458	5,031	$5,633
manilla, unmanufactured	1,833	.....	29,161	.....	3,843	.....
manufactures of	.....	.....	.....	.....	.....	.....
ticklenburgs, osnaburgs, and burlaps	5,278	.....	12,522	.....	25,554	.....
sheeting, brown and white	28,808	.....	27,608	.....	43,835	.....
sail duck, (Russia, Holland, and ravens)	11,112	.....	13,035	.....	15,544	.....
cotton bagging	2,626	.....	1,889	.....	11,823	.....
other manufactures	3,351	6,713	4,385	5,558	1,613	11,776
Total	2,261,547	7,012,207	1,705,433	6,043,317	1,355,941	6,663,153

NOTE.—The years 1840, 1841, and 1842 ended on September 30. From October 1, 1842, to June 30, 1843, is given above as the year 1843—although only nine months of time—caused by the change of the fiscal year being made to end on June 30 instead of September 30. Each subsequent year, above given, is for the full time ending June 30, 1855.

Under the arrangement of the articles of exportation, manilla hemp is not distinguished from "sun and other hemps of India;" nor can it be distinguished from other hemps when manufactured.

TREASURY DEPARTMENT, *Register's Office, November* 10, 1855.

Continued.

1851.		1852.		1853.		1854.		1855.	
Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic.	Foreign.	Domestic	Foreign.	Domestic
$3,106	.....	$574	....	$881	.....	$6,279	.....	$31,827	.....
42,856	.....	7,143	.....	282	.....	5,010	.....	63,279	.....
.....	.....	.....	.....	.....	.....	2,956	.....	7,843	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
417,758	.....	523,700	.....	507,707	.....	563,529	.....	512,462	.....
8,928	.....	782	.....	6,140	.....	9,768	.....	58,733	.....
8,586	.....	5,006	.....	5,426	.....	17,073	.....	34,003	.....
48,628	.....	68,412	.....	81,526	.....	141,913	.....	265,988	.....
225	.....	.....	.....	837	.....	1,830	.....	873	.....
13,851	.....	6,471	.....	4,374	.....	74,954	.....	.....	.....
5,307	.....	6,285	....	3,981	.....	21,037	.....	118,557	.....
2,192	.....	484	.....	1,284	.....	34,087	.....	30,076	.....
.....	.....	.....	....	.....	.....	... .	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95,692	.....	120,916	.....	128,828	.....	157,120	.....	215,602	.....
10,733	.....	10,835	.....	18,788	.....	18,371	.....	54,548	.....
.....	.....	.....	.....	97	....	737	.....	8,700	.....
967	.....	102	.....	1,756	.....	3,370	.....	.....	.....
7,876	$29,114	377	$18,649	2,310	$18,195	42,614	$93,699	57,305	$121,330
8,688	.....	9,584	.....	4,572	.....	56,679	.....	198,136	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22,423	.....	27,535	.....	23,200	.....	5,298	.....	4,407	.....
13,880	....	8,906	.....	10,809	....	25,484	.....	.....	.....
4,605	.....	7,519	.....	10,736	.....	11,852	.....	12,514	.....
3,450	.....	1,631	.....	145	.....	6,692	.....	3,518	.....
2,262	8,023	2,240	13,622	677	16,784	2,992	79,717	6,797	36,508
1,811,843	9,534,040	2,281,927	10,008,241	2,757,124	11,303,525	4,825,229	9,919,282	7,753,629	9,796,283

NOTE.—In the column of foreign exports for 1855, the *headings* of the abstracts have, in some instances, been changed from those of former years, viz:

In manufactures of wool, "cloths and cassimeres" changed to "piece goods, including wool and cotton;" "merino shawls of wool" changed to "shawls of wool, wool and cotton, silk, and silk and cotton"

In manufactures of cotton, "dyed, printed or colored," and "white," changed to "piece goods."

In the domestic exports, pig-iron, bar-iron, and nails have, until 1855, been included under one head; of which, however, nails were the principal item. In 1855 they are given separately, viz: pig $23,060; bar $10,169; and nails $255,188; total $288,437.

Wool, unmanufactured, was not enumerated until 1855. The amounts given for 1846 and 1847, were written on the margins of the abstracts from Boston for those years.

F. BIGGER, *Register.*

STATEMENT—Continued.

Statement exhibiting the values of iron and manufactures of iron, and iron and steel, steel, wool and manufactures of wool, manufactures of cotton, silk and manufactures of silk, flax, linen and linen fabrics, hemp and manufactures of hemp, manilla, sun, and other hemps of India, and silk and worsted goods imported from and exported to foreign countries from 1840 *to* 1855, *both years inclusive; and also showing the domestic exports of like articles for the same periods.*

Articles.	1840.			1841.			1842.		
	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.
Iron, and manufactures of iron, and iron and steel	$6,750,099	$136,115	$1,104,455	$8,914,425	$134,316	$1,045,264	$6,988,965	$177,381	$1,109,522
Cast, shear, German, and other steel	528,716	33,961	.....	609,201	24,848	.....	597,317	18,447	.....
Wool, unmanufactured	846,076	26,246	.....	1,091,953	44,226	.....	797,382	90,865	.....
manufactures of	9,071,184	418,399	.....	11,001,939	171,814	.....	8,375,725	145,123	.....
Cotton, manufactures of	6,504,484	1,103,489	3,549,667	11,757,036	929,056	3,122,546	9,578,515	836,892	2,970,690
Silk, unmanufactured	234,235	200,239	.....	254,102	227,113	.....	33,002	420	.....
manufactures of	9,601,522	1,015,532	.....	15,300,795	356,264	.....	9,444,341	265,159	.....
Flax, unmanufactured	.....	.....	.....	.....	.....	.....	.....	.....	.....
linen and linen fabrics	4,614,466	425,466	.....	6,846,807	280,459	.....	3,669,231	210,176	.....
Hemp, unmanufactured	686,777	.....	.....	561,039	50	.....	267,849	553	.....
manufactures of	1,588,155	226,347	8,242	2,566,331	167,506	13,400	1,273,534	162,866	1,038
manilla, sun, and other, of India	.....	.....	.....	.....	.....	.....	.....	.....	.....
Silk and worsted goods	.....	.....	.....	.....	15,812	.....	1,311,770	777	.....
Total	40,425,714	3,605,794	4,662,304	58,903,678	2,351,464	4,181,210	42,337,631	1,908,639	4,081,250

STATEMENT—Continued.

Articles.	1843.			1844.			1845.		
	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.
Iron, and manufacturers of iron, and iron and steel	$1,903,858	$50,802	$532,693	$5,227,484	$107,956	$716,332	$8,294,878	$91,966	$845,017
Cast, shear, German, and other steel	201,772	59,733	.....	487,462	15,415	.....	775,675	20,052	.....
Wool, unmanufactured	248,679	34,651	.....	851,460	.....	.....	1,689,794	22,153	.....
manufactures of	2,472,154	61,997	.....	9,475,782	67,483	.....	10,666,176	156,646	.....
Cotton, manufactures of	2,958,796	314,040	3,223,550	13,641,478	404,648	2,898,780	13,863,282	502,553	4,327,928
Silk, unmanufactured	53,350	3,353	.....	172,953	7,102	.....	208,454	4,362	.....
manufactures of	2,662,087	206,777	.....	8,310,711	230,838	.....	9,731,796	246,272	.....
Flax, unmanufactured	15,193	.....	.....	67,738	626	.....	90,509	6,544	.....
linen and linen fabrics	1,484,921	161,667	.....	4,492,826	129,726	.....	4,923,109	159,626	.....
Hemp, unmanufactured	228,882	2,012	.....	262,365	452	.....	145,209	4,837	.....
manufactures of	526,502	102,495	326	1,003,420	138,002	311	897,345	95,684	14,762
manilla, sun, and other, of India	42,149	472	.....	209,385	6,274	.....	238,179	1,446	.....
Silk and worsted goods	318,685	4,929	.....	1,292,488	190	.....	1,510,310	15,916	.....
Total	13,117,028	1,002,928	3,756,569	45,495,552	1,108,712	3,615,423	53,034,716	1,328,057	5,187,707

STATEMENT—Continued.

Articles.	1846.			1847.			1848.		
	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.
Iron and manufactures of iron, and iron and steel	$7,835,832	$122,587	$1,151,782	$8,781,252	$63,596	$1,167,484	$12,526,854	$98,295	$1,259,632
Cast, shear, German, and other steel	1,234,408	32,564	.....	1,126,458	19,218	.....	1,284,937	41,397	.....
Wool, unmanufactured	1,134,226	41,571	203,996	555,922	37,302	89,460	857,034	1,840	.....
manufactures of	10,083,819	147,894	.....	10,998,933	315,894	.....	15,240,883	179,781	.....
Cotton, manufactures of	13,530,625	673,203	3,545,481	15,192,875	486,135	4,082,523	18,421,589	1,216,172	5,718,205
Silk, unmanufactured	216,647	23,999	.....	250,086	8,385	.....	354,973	19,858	.....
manufactures of	10,667,619	195,753	.....	11,733,371	334,173	.....	14,543,633	340,853	.....
Flax, unmanufactured	16,337	.....	.....	28,365	.....	.....	102,261	.....	.....
linen and linen fabrics	5,098,505	125,570	.....	5,154,837	97,601	.....	6,624,648	300,159	.....
Hemp, unmanufactured	180,281	.....	.....	66,377	1,157	.....	187,905	7,570	27,657
manufactures of	766,664	87,518	12,129	684,880	59,009	5,782	658,075	51,175	6,713
manilla, sun, and other, of India	457,276	73,139	.....	278,675	27,307	.....	342,445	1,833	.....
Silk and worsted goods	1,778,202	3,641	.....	1,965,095	22,992	.....	2,456,652	2,614	.....
Total	53,000,471	1,527,439	4,913,388	56,817,026	1,472,769	5,345,249	73,601,889	2,261,547	7,012,207

STATEMENT—Continued.

Articles.	1849.			1850.			1851.		
	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.
Iron and manufactures of iron, and iron and steel	$13,831,823	$109,439	$1,096,172	$16,333,145	$100,746	$1,911,320	$17,306,700	$100,290	$2,255,698
Cast, shear, German, and other steel	1,227,138	55,044	.....	1,332,253	40,193	.....	1,570,063	38,371	.....
Wool, unmanufactured	1,177,347	6,891	.....	1,681,691	.....	.....	3,833,157	7,966	.....
manufactures of	13,704,606	201,404	.....	17,151,509	174,934	.....	19,507,309	267,379	.....
Cotton, manufactures of	15,754,841	571,082	4,933,129	20,108,719	427,107	4,734,424	22,164,442	677,940	7,241,205
Silk, unmanufactured	384,535	55,515	.....	401,385	7,408	.....	456,449	43,856	.....
manufactures of	13,791,232	388,572	.....	17,639,624	352,637	.....	25,777,245	500,168	.....
Flax, unmanufactured	127,859	.....	.....	128,917	.....	.....	176,197	.....	.....
linen and linen fabrics	5,907,242	187,948	.....	8,134,674	129,878	.....	8,795,740	107,382	.....
Hemp, unmanufactured	491,633	13,401	8,458	579,814	5,031	5,633	223,984	7,876	29,114
manufactures of	519,774	59,439	5,558	588,446	98,369	11,776	661,768	46,620	8,023
manilla, sun, and other, of India	196,634	29,161	.....	659,362	3,843	.....	508,709	8,688	.....
Silk and worsted goods	2,452,289	27,537	.....	1,653,809	15,795	.....	1,783,076	5,307	.....
Total	69,566,953	1,705,433	6,043,317	86,393,348	1,355,941	6,663,153	102,764,839	1,811,843	9,534,040

STATEMENT—Continued.

Articles.	1852.			1853.			1854.		
	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.	Foreign imported.	Foreign exported.	Domestic exported.
Iron, and manufactures of iron, and iron and steel	$18,957,993	$134,937	$2,303,819	$27,255,425	$262,343	$2,499,652	$29,341,775	$795,872	$4,210,350
Cast, shear, German, and other steel	1,703,599	31,569	.....	2,970,313	31,637	.....	2,477,709	53,247	.....
Wool, unmanufactured	1,930,711	54,285	.....	2,669,718	51,387	.....	2,822,185	41,668	.....
manufactures of	17,573,694	256,878	.....	27,621,911	343,989	.....	32,382,594	1,262,897	.....
Cotton, manufactures of	19,689,496	997,030	7,672,151	27,731,313	1,254,363	8,768,894	33,949,503	1,468,179	5,535,516
Silk, unmanufactured	378,747	7,143	.....	722,931	282	.....	1,099,389	7,966	.....
manufactures of	21,651,752	604,855	.....	30,434,886	607,294	.....	34,696,831	843,154	.....
Flax, unmanufactured	175,342	.....	.....	135,684	.....	.....	250,391	.....	.....
linen and linen fabrics	8,515,709	131,153	.....	10,236,037	149,399	.....	10,863,536	179,598	.....
Hemp, unmanufactured	164,588	377	18,649	329,122	2,310	18,195	378,246	42,614	93,699
manufactures of	391,608	47,831	13,622	479,171	45,567	16,784	598,251	52,318	79,717
manilla, sun. and other, of India	942,422	9,534	.....	1,591,791	4,572	.....	1,528,329	56,679	.....
Silk and worsted goods	1,667,513	6,285	.....	1,880,918	3,981	.....	1,594,038	21,037	.....
Embroideries of wool, cotton, silk, or linen	.....	.....	.....	.....	.....	.....	.....	.....	.....
Piece goods, including wool and cotton	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shawls of all descriptions	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	93,743,174	2,281,927	10,008,241	134,059,220	2,757,124	11,303,525	151,982,777	4,825,229	9,919,282

STATEMENT—Continued.

Articles.	1855.		
	Foreign imported.	Foreign exported.	Domestic exported.
Iron, and manufactures of iron, and iron and steel	$22,980,728	$1,565,523	$3,753,472
Cast, shear, German, and other steel	2,593,137	63,068	.....
Wool, unmanufactured	2,072,139	131,442	27,802
manufactures of	24,404,149	1,106,765	.....
Cotton, manufactures of	17,757,112	2,012,554	5,857,181
Silk, unmanufactured	751,617	71,122	.....
manufactures of	24,366,556	902,135	.....
Flax, unmanufactured	286,809	.....	.....
linen and linen fabrics	8,617,165	278,850	.....
Hemp, unmanufactured	112,763	57,305	121,320
manufactures of	266,829	27,236	36,508
manilla, sun, and other, of India	2,045,653	198,136	.....
Silk and worsted goods	1,133,839	118,557	.....
* Embroideries of wool, cotton, silk, or linen.	3,892,749	.....	.....
* Piece goods, including wool and cotton	.....	992,777	.....
* Shawls of all descriptions	.....	228,159	.....
	111,281,245	7,753,629	9,796,283

NOTES.

1840, 1841, and 1842, year ending September 30; 1843, nine months, ending June 30; 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, and 1855, year ending June 30.

Manilla hemp, under the arrangement of the articles of importation and exportation in the several years enumerated, is not distinguishable from "sun," and other hemps of India.

In manufactures of hemp, those of the quality manilla are not separately enumerated, and consequently cannot be given as requested.

Wool was not enumerated in the forms of domestic exports until 1855. The amounts given for the years 1846 and 1847 were returned on the margin of abstracts of domestic exports from the district of Boston.

* Under one head in 1855.

F. BIGGER, *Register.*

TREASURY DEPARTMENT,
Register's Office, November, 1855.

No. 35.

Statement exhibiting the value of iron, manufactures of iron, and iron and steel, steel, sugar, wines, and all fabrics of which wool, cotton, silk, flax or hemp, is a component part, imported annually, from 1847 *to* 1855, *both inclusive, with the duties which accrued thereon during each year, respectively.*

Articles.	1847.		1848.		1849.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel	$8,781,252	$2,751,407 66	$12,526,854	$3,736,223 20	$13,831,823	$4,132,780 50
Cast. shear, German, and other steel	1,126,458	165,780 40	1,284,937	203,909 00	1,227,138	194,688 95
Manufactures of wool	10,998,933	3,365,277 94	15,240,883	4,247,170 30	13,704,606	3,780,863 65
cotton	15,192,875	4,117,803 01	18,421,589	4,558,587 70	15,754,841	3,911,677 55
silk	11,733,371	2,833,850 75	14,543,634	3,739,650 05	13,791,232	3,553,488 55
flax	5,154,837	1,093,180 65	6,624,648	1,327,231 20	5,907,242	1,184,665 50
hemp	684,880	135,754 88	658,075	131,615 00	519,774	103,954 80
Wines	1,801,951	439,873 22	1,434,009	570,595 60	1,821,157	726,374 50
Sugar	9,877,212	3,375,815 53	9,479,817	2,843,945 10	8,048,900	2,414,670 00
Articles of which wool, cotton, silk, flax or hemp, is a component part, but which cannot properly be classified with either, viz:						
Silk and worsted goods	1,965,095	535,555 25	2,456,652	614,163 00	2,452,289	613,072 25
Embroideries, of wool, cotton, silk, and linen						
Clothing, ready-made, and articles of wear	676,404	228,488 30	653,222	195,966 60	587,590	176,277 00
Laces, thread and insertings	370,028	67,900 50	263,859	52,771 80	176,37	35,275 00
cotton insertings, trimmings, laces and braids	398,514	99,628 50	716,552	179,138 00	663,991	165,997 75
Cordage, untarred, tarred, and cables	67,592	31,863 18	239,526	59,881 50	146,410	36,602 50
Twine and pack-thread	54,809	13,756 50	45,575	12,479 50	34,378	10,313 40
Seines	446	80 50	502	150 60	182	54 60
Total	68,884,657	19,256,016 77	84,590,334	22,473,478 15	78,667,928	21,040,756 50

STATEMENT—Continued.

Articles.	1850.		1851.		1852.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel	$16,333,145	$4,876,811 00	$17,306,700	$5,170,213 70	$18,957,993	$5,666,763 80
Cast, shear, German, and other steel	1,332,253	211,106 05	1,570,063	250,706 15	1,703,599	274,332 30
Manufactures of wool	17,151,509	4,752,782 30	19,507,309	5,407,688 85	17,573,694	4,831,729 15
cotton	20,108,719	5,002,633 55	22,164,442	5,516,962 00	19,689,496	4,887,538 45
silk	17,639,624	4,518,423 65	25,777,245	6,574,792 55	21,561,752	5,529,273 50
flax	8,134,674	1,630,900 00	8,795,740	1,765,497 80	8,515,709	1,708,919 10
hemp	588,446	117,689 20	661,768	132,353 60	391,608	78,321 60
Wines	2,065,922	823,608 60	2,359,279	941,190 80	2,203,230	878,604 60
Sugar	7,555,146	2,266,543 80	13,841,426	4,152,427 80	14,712,847	4,413,854 10
Articles of which wool, cotton, silk, flax or hemp, is a component part, but which cannot properly be classified with either, viz:						
Silk and worsted goods	1,653,809	413,452 25	1,783,076	445,769 00	1,667,513	416,878 25
Embroideries, of wool, cotton, silk, and linen	813,261	243,978 30	1,058,994	317,698 20	1,368,812	410,643 60
Clothing, ready-made, and articles of wear	185,925	37,185 00	223,115	44,623 00	160,385	32,077 00
Laces, thread, and insertings	672,627	168,156 75	756,651	189,162 75	535,056	133,764 00
cotton insertings, trimmings, laces and braids	257,377	64,344 25	213,785	53,446 25	205,417	51,354 25
Cordage, untarred, tarred, and cables	62,106	18,631 80	50,282	15,084 60	45,014	13,504 20
Twine and pack-thread	590	177 00	299	89 70	742	222 60
Seines						
Total	94,555,133	25,146,423 50	116,070,174	30,977,706 75	109,292,867	29,327,780 50

STATEMENT—Continued.

Articles.	1853.		1854.		1855.	
	Value.	Duties.	Value.	Duties.	Value.	Duties.
Iron, manufactures of iron, and iron and steel	$27,255,425	$8,152,621 40	$29,341,775	$3,777,066 80	$22,980,728	$6,873,058 00
Cast, shear, German, and other steel	2,970,313	476,868 70	2,477,709	403,624 95	2,593,137	431,757 10
Manufactures of wool	27,621,911	7,625,914 05	32,382,591	8,986,151 85	24,404,149	6,755,005 80
cotton	27,731,313	6,924,408 30	33,949,503	8,513,717 85	17,757,112	4,319,033 45
silk	30,434,886	7,748,378 75	34,696,831	8,805,359 65	24,366,556	6,129,583 95
flax	10,236,037	2,056,004 50	10,863,536	2,178,895 90	8,617,165	1,723,573 90
hemp	479,171	95,834 20	598,251	179,475 30	266,829	53,365 80
Wines	2,995,631	1,194,802 20	3,370,802	1,198,614 40	3,114,824	1,098,304 40
Sugar	14,987,776	4,496,332 80	13,700,789	4,110,236 70	14,673,547	4,402,064 10
Articles of which wool, cotton, silk, flax, or hemp, is a component part, but which cannot properly be classified with either, viz:						
Silk and worsted goods	1,880,918	470,229 50	1,594,038	398,509 50	1,123,839	283,459 75
Embroideries of wool, cotton, silk, and linen					3,892,749	1,167,824 70
Clothing, ready-made, and articles of wear	2,307,135	692,140 50	3,927,141	1,178,142 30	1,975,662	592,698 60
Laces, thread and insertings	252,170	50,434 00	368,399	73,679 80	318,511	63,702 20
cotton insertings, trimmings, laces, braids, &c.	841,757	210,439 25	853,552	213,388 00	767,055	191,763 75
Cordage, untarred tarred, and cables	121,660	30,415 00	255,969	63,992 25	187,124	46,781 00
Twine and pack-thread	58,546	17,563 80	78,553	23,565 90	*55,704	16,711 20
Seines	404	121 20	1,540	462 00		
Total	150,175,053	40,242,508 15	168,460,982	45,104,883 15	127,104,691	34,148,687 70

* Twine and seines are under one head for the year 1855.

F. BIGGER, *Register.*

TREASURY DEPARTMENT, *Register's Office, October* 30, 1855.

No. 36.

Statement of the amount of duties refunded up to November 1, 1855, on importations from the British provinces, under the reciprocity treaty with Great Britain of June 5, 1854, as provided in the act of Congress of March 2, 1855, to carry into effect the said treaty.

Port where imported.	Grain of all kinds.	Breadstuffs.	Lumber and timber.	Horses, cattle, and sheep.	Hides and skins.	Fish, and products of.	Coal.	All other articles.	Total.
Oswego	$120,193 26	$3,408 40	$10,703 25	$12 30	$384 45	$260 72	.....	.....	$134,952 38
Ogdensburg	6,103 60	6,883 08	58 75	1,472 02	444 80	.....	.....	$4,805 40	19,767 65
Philadelphia	.....	.....	.....	.....	.....	7,207 60	.....	1,090 80	8,298 40
Cape Vincent	5,217 58	57 14	489 35	1,598 42	1,986 34	1,545 91	.....	867 72	11,762 46
Detroit	2,725 60	186 52	215 61	280 68	23 10	348 00	.....	144 15	3,923 66
Baltimore	.....	.....	290 20	.....	.....	7,313 50	.....	2,130 90	9,734 60
Salem	.....	.....	105 69	.....	.....	508 13	.....	.....	613 82
Boston	3,300 70	35,203 13	2,581 85	.....	338 80	34,885 94	$737 16	6,768 78	83,816 36
Norfolk	.....	.....	.....	.....	.....	.....	.....	263 90	263 90
Rochester	10,139 15	147 40	767 60	10 20	.....	92 00	.....	786 26	11,942 60
Eastport	119 01	.....	832 19	16 71	1,071 14	1,179 06	.....	.....	3,218 11
Sandusky	387 04	.....	68 40	.....	.....	.....	.....	.....	455 44
Providence	.....	.....	290 90	.....	.....	.....	130 80	.....	421 70
Marblehead	.....	.....	79 11	.....	.....	.....	.....	.....	79 11
Barnstable	.....	.....	.....	.....	.....	293 00	.....	.....	293 00
Chicago	.....	.....	21 60	.....	.....	.....	.....	.....	21 60
Portsmouth	.....	.....	.....	.....	.....	424 83	.....	.....	424 83
Alexandria	.....	.....	.....	.....	.....	40 38	.....	.....	40 30
Ellsworth	.....	.....	.....	.....	.....	.....	.....	609 12	609 12
Savannah	.....	.....	233 90	.....	.....	.....	.....	.....	233 90
Lewiston	37,675 52	11,865 96	47 05	1,322 24	1,560 60	78 41	.....	1,090 48	53,640 26
Cleveland	135 20	55 50	491 50	.....	.....	.....	.....	205 30	887 50
Gloucester	112 00	.....	259 64	.....	.....	1,377 61	.....	247 41	1,996 66
Burlington	271 98	1,184 64	6,459 87	9,083 37	527 79	163 98	.....	2,756 68	20,448 31
Plattsburgh	3,117 79	1,136 42	7,932 71	1,518 87	.....	1,204 16	.....	1,156 10	16,066 05
New York	24,149 50	79,001 80	136 60	.....	.....	14,268 40	362 40	6,451 62	124,370 32

STATEMENT—Continued.

Port where imported.	Grain of all kinds.	Breadstuffs.	Lumber and timber.	Horses, cattle, and sheep.	Hides and skins.	Fish, and products of.	Coal.	All other articles.	Total.
Buffalo	$18,357 56	$10,288 67	$6,964 46	$57 40	$635 18			$184 41	$36,487 68
New Orleans						$1,769 60			1,769 60
Toledo			340 09						340 09
Portland		549 40	179 55			957 08		57 71	1,743 74
Richmohd						1,959 82		464 76	2,424 58
San Francisco						2,734 40			2,734 40
Wilmington, N. C						548 80	$92 42		641 22
Sackett's Harbor				10 25		1,165 01			1,175 26
New Bedford			245 00						245 00
Machias						43 39			43 39
	232,005 49	149,968 06	39,794 87	15,372 46	6,972 20	80,369 73	1,322 78	30,081 50	555,887 09

RECAPITULATION.

Grain of all kinds	$232,005 49
Breadstuffs	149,968 06
Lumber and timber	39,794 87
Horses, cattle, and sheep	15,372 46
Hides and skins	6,972 20
Fish and fish oil	80,369 73
Coal	1,322 78
Sundries	30,081 50
Total amount allowed	555,887 09

Statement of the amount of bonds cancelled, as required by act of Congress of March 2, 1855, "to carry into effect the reciprocity treaty with Great Britain of June 5, 1854," up to November 1, 1855.

Port.	Grain.	Breadstuffs.	Lumber and timber.	Fish.	Skins & hides.	All other articles.	Total.
Burlington			$3,026 00				$3,026 00
Baltimore				$8,031 50		$696 60	8,728 10
Gloucester				242 80			242 80
Sandusky		$7 81	27 80				35 61
New Haven			505 30	7 80			513 10
Portland		3,410 00	1,338 00		$1,200 00		5,948 00
New York	$6,429 40			1,266 80		25 88	7,722 08
Boston		65,812 50		13,920 00			79,732 50
Lewiston		48,260 70					48,260 70
Toledo			159 90				159 90
Buffalo	734 10	108 24	211 47				1,053 81
Rochester				30 00		183 60	213 60
Cleveland			348 50				384 50
	7,163 50	117,599 25	10,616 97	23,498 90	1,200 00	906 08	160,984 70

RECAPITULATION.

Grain	$7,163 50
Breadstuffs	117,599 25
Lumber, &c.	10,616 97
Fish	23,498 90
Hides and skins	1,200 00
Sundries	906 08
	160,984 70

No. 37.

REPORT OF THE FIRST COMPTROLLER.

TREASURY DEPARTMENT,
Comptroller's Office, October 18, 1855.

SIR: In reply to your call of the 16th instant for a report upon the operations of this office during the past fiscal year, giving a general outline of its duties, and showing. the improvements, if any, which have taken place in the character and attendance of its officers, and in the mode of doing business, and also the present condition of its business, I respectfully state that the following accounts have been revised and certified to the Register, viz:

3,659 accounts reported on by the First Auditor.
769 accounts reported on by the Fifth Auditor.
2,000 and more accounts reported on by the Commissioner of the General Land Office.

That the following named warrants have been countersigned, entered in blotters, and posted, viz:

3,460 Treasury pay warrants.
2,969 customs pay warrants.
2,191 Interior pay warrants, (civil.)
1,172 Interior pay warrants, (military.)
795 Navy pay warrants.
3,390 War pay warrants.
4,625 covering and counter warrants.
48 Treasury appropriation warrants.
4 Navy appropriation warrants.
36 War and Interior appropriation warrants, besides funding transfer, and surplus-fund warrants, the whole making an aggregate of upwards of 18,690 warrants; 2,631 letters have been received, endorsed, registered, and filed; 3,688 letters have been written, registered, recorded, and forwarded, the records of which cover 3,184 pages folio post. There have been 38 formal decisions made, 33 of which have been recorded, covering 112 pages of folio post; and the remaining five, when recorded, it is estimated, will cover about 128 more such pages. There have been 26 reports made to the different departments, the records of which cover 272 pages of folio post; and in addition to the foregoing, various other duties have been performed, such as sending letters of appointment and instructions to revenue officers; receiving, examining, and registering their bonds, as also the bonds of various disbursing officers, the details of which it is not deemed necessary to give.

The official qualifications of the clerks are, generally, in a high degree efficient, and I know nothing derogatory to the moral fitness of any of them. Their attendance, in point of regularity, I have no hesitation in saying, will compare, without detriment, with the attendance of the clerks in any other office of the department. I think I can safely say that the business of the office never was in a better condition, indeed, it might be called, up to date. There has been no change in the mode of doing business. Yours, respectfully,

ELISHA WHITTLESEY, *Comptroller.*

Hon. JAMES GUTHRIE, *Secretary of the Treasury.*

No. 38.

REPORT OF THE SECOND COMPTROLLER.

TREASURY DEPARTMENT,
Second Comptroller's Office, October 18, 1855.

SIR: I have the honor to submit the following report of the operations of this office for the past fiscal year, in conformity with your request of the 16th instant.

The amounts which have been examined, passed, and entered upon the books of this office, during the year, were:

Reported by the Second Auditor	1,280
Reported by the Third Auditor	3,212
Reported by the Fourth Auditor	316
Total	4,808

being an increase of 744 upon the number of the preceeding year.

It is proper to say that nearly all the amounts stated in the Fourth Auditor's office, and included in the above, being chiefly those of pursers and navy agents, are exceedingly voluminous and intricate, and require, in some cases, months for investigation and settlement.

In addition to the foregoing amounts, which were settled by report and requisition, there were small accounts adjusted by the accounting officers and paid by disbursing agents on certificates originating in—

Second Auditor's Office	569
Fourth Auditor's Office	531
Total	1,100

being 346 less than in the preceding year.

The requisitions that have been examined, countersigned, and entered upon the books of the office for the War and Navy Departments were from—

Second Auditor's Office—	
Pay or advance requisitions	1,368
Transfer or refunding requisitions	175
Third Auditor's Office—	
Pay or advance requisitions	2,030
Transfer or refunding requisitions	836
Fourth Auditor's Office—	
Pay or advance requisitions	795
Transfer or refunding requisitions	256

For the Department of the Interior.

Second Auditor's Office—	
Pay or advance requisitions	340
Transfer or refunding requisitions	51

Third Auditor's Office—	
Pay or advance requisitions - - - - - - -	760
Transfer or refunding requisitions - - - - - -	192
Fourth Auditor's Office—	
Pay or advance requisitions - - - - - - -	50
Transfer or refunding requisitions - - - - - -	15
Total - - - - - - - - - - - -	6,868

being 340 more than in the preceding year.

The official letters written and recorded cover six hundred and thirty-nine pages of folio post, being eighty-four pages more than in the preceding year. Many of them embraced decisions upon disputed points coming before the office on appeal, or otherwise, and requiring great labor in their proper examination.

The number of accounts for suit entered on the books of the office and transmitted to the Solicitor of the Treasury, with a brief of the case, is twenty-six. I do not give, in this connexion, any account of the proceedings and results under the order of the Secretary of the Treasury, dated November 21, 1853, in regard to outstanding balances, because I shall make a separate report upon that subject.

Among the improvements of the office it may be mentioned that Books of Differences have been opened, in which statements are entered exhibiting all the differences existing between the accounts of disbursing officers and the official settlements of the same, with the explanatory reasons for such differences. The preparation of these books, and the subsequent entries, have imposed some additional work upon the clerks; but the adoption of the plan has proved judicious. The books are very useful in the settlement of accounts, in tracing suspended vouchers, and for reference in regard to contested items.

In the course of business in this office, claims against the United States have frequently been presented for damages on account of alleged violations of contract. Such claims are often, perhaps generally, of an extravagant and indefinite character, and are usually urged with great ability and perseverance. I have not looked upon their adjudication as properly within the scope of the powers bestowed upon the accounting officers, nor, indeed, upon any executive officers of the government. The practice in regard to such claims has not been entirely uniform heretofore; but as the general authority to adjust and pay them has not been expressly conferred by statute, and for obvious reasons of economy and safety will, probably, never be so conferred, I have considered it too dangerous to the Treasury to be assumed as an incident to the adjustment and settlement of accounts. It has, therefore, been announced, as a rule of this office, that such cases will not be entertained, and that when a contractor avers that he has been damnified by the government, or an agent acting in behalf of the government, he must look to Congress for redress; for, if executive officers can liquidate and pay damages at their discretion, the public treasure would be placed at their disposal for objects not contemplated by Congress, not estimated for, and not within the intent of any appropriation.

This view of the subject has been substantially held by Chief Justice Taney when Attorney General, (Opinions, 1st edition, p. 882, omitted in new edition;) Attorney General Nelson, (Opinions, p. 1687;) Attorney General Clifford, (Opinions, p. 1833;) and by Attorney General Cushing, in his manuscript opinion in the case of Strader & Johnson, dated June 7, 1854.

By the 2d section of the "joint resolution for the relief of pursers, &c.," approved March 3, 1849, (9 Stat. 419,) it is provided "that every disbursement of public moneys or disposal of public stores made by order of any commanding officer of the navy, which shall be objected to by the accounting officers of the Treasury in the settlement of the accounts of any disbursing officer, shall, nevertheless, be allowed to such disbursing officer, and the commanding officer by whose order such disbursement or disposal was made shall be held accountable for the same."

This enactment has been interpreted by the pursers as authorizing them to advance on the order of the commanding officer any or all of the public funds in their possession; and some of the commanders availed themselves of this indiscreet concession to their supposed authority to direct considerable sums to be put into their hands, of which no account whatever has been rendered, and which was doubtless expended for private purposes. So serious a misconstruction of the law, which set at naught the guards so carefully thrown around the public money by acts of Congress and executive regulations; which absolved a particular class of officers from the liabilities of the 16th section of the act of August 6, 1846, (the independent treasury act;) which tended to imperil the due performance of the naval service, by diverting the funds provided for the expenses of the ship and the wages of the crew to private objects, and which opened a wide door for collusion and fraud, could not be acquiesced in for a moment. It was clear, in my judgment, that Congress presupposed an indebtedness, and intended to cover only disbursements of a public nature, but which were not sanctioned by existing laws or regulations—as for purchases of unauthorized supplies, or for hire of unauthorized employés—but not to screen the disbursing officer from all responsibility for loans and advances made by order of the commanding officer, nor to empower the latter, for his private convenience or necessities, to withdraw funds from their legitimate application to the public service.

The 1st section of the act of January 21, 1823, (3 Stat. 723,) forbids any advance of public money, except in certain specified cases by direction of the President; and the 6th section of the act of August 26, 1842, (5 Stat. 535,) declares "that it shall not be lawful for a purser in the navy to advance or loan any sum or sums of money, public or private, or any article or commodity whatever, or any credit to any officer in the naval service, under any pretence whatever." These laws, the act of August 6, 1846, and the joint resolution of 1849, are all *in pari materia;* and, in conformity with the view I have expressed, a circular was addressed to the disbursing officers, apprizing them that the laws in regard to advances, &c., were not repealed or modified by the joint resolution, and that no credit would be allowed to them for

advances or loans made by orders of commanding officers, however frequent or peremptory such orders might be.

For many years past, great labor and perplexity have occurred in ascertaining the respective liabilities of sureties in suits upon official bonds when more than one bond has been given. To obviate such difficulties in future, directions have been given in a circular addressed to each bonded disbursing officer whose accounts come under the jurisdiction of this office that separate and distinct accounts with the United States shall be kept under every bond given; and that in the caption of each quarterly account *the date of the bond* under which it is rendered shall be stated. The balance, if any, due to the United States is not to be carried into the second or subsequent series rendered under a new bond, but the account is to be closed by the payment of the balance found to be due; and in making his deposites the officer is required to designate by the date of the bond the account to which the sum is to be applied, and also the appropriation to which it is refunded. It is also brought to the attention of the disbursing officers that additional cumulative bonds do not operate to release the sureties on prior bonds, though a settlement under each is necessary in order to fix the times when successive sureties become liable, and to ascertain the amount of their liability. The good effects of this rule are already perceptible, and it is confidently believed that it will not only relieve the accounting officers and the Solicitor of much labor and embarrassment, but will tend to save the government from pecuniary loss resulting from doubt as to what sureties should be held responsible for the defalcation of their principal.

For the reasons stated in my report last year, I feel bound to reiterate the opinion I then expressed, that it is a serious defect in the organization of this office that the clerks appointed to it are not selected from the various auditors' offices whose statements are revised in this office. Experience in a revising officer charged with the examination of details is of the highest importance if conjoined with abilities and fidelity; and I respectfully recommend that the subject be brought to the notice of Congress for a suitable change in the salaries, with a suggestion that no original appointments be made in the revising offices, but that vacancies as they occur shall be filled by transfers.

It is a source of great satisfaction to me that, in reviewing the operations of this office for the last fiscal year, I can speak in terms of well deserved praise of the gentlemen employed in it in the transaction of the public business, who have performed their duties cheerfully, ably, and promptly. To their intelligence and faithfulness is the office essentially indebted for its present excellent condition. No branch is in arrears, and not a single case requiring, or presented for, my personal examination and decision remains unadjudicated.

I am, very respectfully, yours,

J. M. BRODHEAD, *Comptroller.*

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 39.

REPORT OF THE COMMISSIONER OF CUSTOMS.

TREASURY DEPARTMENT,
Office of Commissioner of Customs, November 17, 1855.

SIR: In reply to your letter of the 16th ultimo, requesting a statement of the operations of this office for the past year, together with a general outline of its duties, the improvements, if any, which have taken place in the character of its officers, and the mode of doing and present condition of its business, I have the honor to submit the following report:

The act of March 3, 1849, establishing the office of Commissioner of Customs, provides that the said Commissioner "shall perform all the acts and exercise all the powers now devolved by law on the First Comptroller of the Treasury relating to the receipts from customs and the accounts of collectors and other officers of the customs, or connected therewith."

In pursuance of this act, all the accounts connected with the customs, including those relating to the erection, repair, and furnishing of custom-houses, marine hospitals, and light-houses, were transferred to, and have since been revised and finally settled in, this office.

In the performance of these duties, there have been examined and finally settled, during the year ending on the 1st of November last, accounts of collectors of the customs, and of surveyors acting as collectors, including the monthly accounts of receipts from customs, the quarterly accounts of collectors and surveyors acting as disbursing agents of the Treasury, and the emolument accounts of naval officers and surveyors, to the number of 2,081.

Miscellaneous accounts, including those for the erection and support of light-houses and marine hospitals, the refunding of duties illegally exacted from importers, and a variety of special accounts to the number of 3,087.

All estimates of collectors and superintendents, upon which remittances are made to disbursing officers, are received, examined, and disposed of, at this office. Each of these requires a critical examination, and, if found correct, forms the basis of a requisition upon the Treasury for the transmission of funds to the officer properly chargeable therewith.

During the past year, the total number of requisitions thus issued was 2,109, each one requiring four distinct and separate papers to be executed.

The number of letters sent from the office during the same period amounts to 6,471, the recording of which has filled 8,260 pages of its records.

To this exhibit of the ordinary and current business of the office should be added a large amount of miscellaneous and special business, growing out of the presentation of claims for the allowance of suspended or rejected items of charge; the applications of importers for

cancellation of export bonds, or extension of time to produce the evidence necessary thereto; the preparation of cases for suit, the transcripts in all cases being accompanied by a brief, setting forth the grounds upon which the settlement of controverted items has been made by the department, and the investigation of cases referred by the department or its bureaus to this office, many of which require great labor and care.

I have great satisfaction in stating that I believe these various and responsible duties have been discharged by the persons having their immediate charge with promptness and fidelity. No business not impeded by some insuperable difficulty has been suffered to fall into arrears, and no accounts or other papers are suffered to accumulate upon the desks of the office.

The returns which are made to you at the end of each month will show the punctuality with which the accounts of customs are settled. A like return, if required, would show an equally prompt disposition of the disbursement and other accounts settled in this office.

I have again to report that great regularity prevails among the collectors of the customs and surveyors, acting as collectors, in the prompt transmission of their monthly accounts. In accordance with the provisions of your circular of June 15, 1853, these accounts are required to be made up and forwarded to the accounting officers within one week after the expiration of each month. Containing as they do the evidence of the reception and deposit of the whole revenue derived from customs, the early and frequent rendition of this class of accounts to the department, and their equally prompt examination and settlement at the Treasury, has proved highly beneficial both to the government and its officers, and cannot fail to prove a valuable safeguard against an unlawful retention or use of the public monies.

The several reports heretofore submitted in relation to the balances due to the United States from collectors and others prior to April 1, 1853, will show the success which has attended my efforts to close these long-standing accounts. A final report now in readiness will be transmitted forthwith.

In my report of last year, some suggestions in reference to the earlier return and settlement of the accounts of disbursing agents, superintendents of lights, and agents of marine hospitals, were offered for your consideration, which, together with that concerning the custody of collector's bonds, I beg leave to renew.

With the highest respect, I am your obedient servant,

H. J. ANDERSON,
Commissioner of Customs.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 40.

REPORT OF THE FIRST AUDITOR.

TREASURY DEPARTMENT,
First Auditor's Office, November 9, 1855.

SIR: In compliance with the request contained in your letter of the 16th ultimo, the following report of the operations of this office for the fiscal year ending June 30, 1855, is respectfully submitted:

Accounts adjusted, viz:

Collectors of the customs,	1,715
Collectors under the steamboat act,	235
Collectors and disbursing agents of the Treasury,	594
Official emoluments of collectors, naval officers, and surveyors,	275
Additional compensation of collectors, naval officers, and surveyors,	31
Claims for the refunding of duties illegally exacted,	628
Claims for net proceeds of unclaimed merchandise,	5
The judiciary,	582
Interest on the public debt,	61
Treasury notes presented for funding and redemption,	9
Redemption of United States war bounty scrip,	9
Claims for property lost in the military service of the United States,	57
Inspectors of steam vessels for travelling expenses, &c.,	162
Salaries of officers of the civil list paid directly from the Treasury,	947
Claims for the redemption of United States stock,	568
Superintendents of lights,	314
Agents of marine hospitals,	381
Commissioner of Public Buildings,	151
Contingent expenses of the Senate and House of Representatives, and of the departments and bureaus of the government,	532
Coast Survey,	38
The Treasurer of the United States, for general receipts and expenditures,	4
The Treasurer of the United States, for pay and mileage of the members of the House of Representatives,	3
Designated depositaries for additional compensation,	14
Construction and repairs of public buildings,	555
The Territories,	38
Disbursing clerks, for paying salaries,	275
Disbursing agent of California land commissioners,	2
The Mint,	45
Withdrawal of applications for patents, appeal cases, &c.,	4
Miscellaneous accounts,	455
Number of accounts recorded,	8,689
Number of letters written,	5,512

In obedience to instructions of the Comptroller of the Treasury of December 6, 1854, predicated upon your letter to that officer, dated November 21, 1853, a copy of which was transmitted to this office, I caused to be prepared a docket of all of the then outstanding debts of officers and others out of service, the settlement of which appertained to this office, excepting those subject to the revision of the Commissioner of Customs. Statements of the balances due, accompanied with explanations of the items in dispute, have been transmitted to the persons indebted, or to their legal representatives, in all cases where their residences could be ascertained, payment of the amount due demanded and urged, and in the event of failure, the action of the office in the premises, together with all the information elicited by the correspondence, promptly reported to the Comptroller for his decision upon the propriety of instituting suit or otherwise, and whenever suits have been directed, the accounts of the officer or other person indebted have been prepared in accordance with the suggestions contained in your letter of November 21, 1853, before referred to, so far as they relate to the appropriate action of this office.

The correspondence of the office respecting the collection of these outstanding debts was commenced on the 15th of January, 1855, and from that date to the 30th of June last two hundred and sixty-six letters were written.

In twenty-five cases final settlements have been made, covering the sum of $61,066 56; and in seventeen cases the balances have been diminished in the sum of $26,599 45, making an aggregate reduction of $87,666 01.

For a general outline of the duties of the office I beg leave to refer to my report of November 1, 1854.

The character of the employés in the office has been improved by certain changes made under your direction, and is now distinguished, generally, for promptness and efficiency in the discharge of duties reposed, as well as for a ready compliance with all established regulations.

The present condition of the office is satisfactory, there being no arrearage in any branch of its business.

I have the honor to be, very respectfully, your obedient servant,

T. L. SMITH.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 41.

REPORT OF THE SECOND AUDITOR.

TREASURY DEPARTMENT,
Second Auditor's Office, November 1, 1855.

SIR: In reply to your circular of the 16th ultimo, I have the honor to transmit herewith a statement showing an outline of the operations of this office for the year ending June 30, 1855.

In addition to which I have to state that all the settlements of money accounts have been recorded on the journal and ledgers of the office, which are kept up to the day; and in the appropriation ledgers and journal equal exactness and punctuality are exhibited.

The character of the officers of this bureau is quite satisfactory. They are punctual aud diligent in the performance of their duties, which are becoming daily more laborious in consequence of recent acts of Congress increasing the army and the pay of the soldiers. To this cause is to be attributed also the arrearage which at present exists in some branches of the business of the office.

Very respectfully, your obedient servant,

P. CLAYTON,
Second Auditor.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

Statement of the operations of the Second Auditor's Office during the fiscal year ending June 30, 1855, *showing the number of money accounts settled, the expenditures embraced therein, the number of property accounts examined and adjusted, together with other duties performed pertaining to the business of the office, prepared pursuant to instructions of the Secretary of the Treasury of October* 16, 1855.

The number of money accounts settled is 1,951, embracing an expenditure of $6,768,213 37, under the following heads, viz:

Pay Department of the army	$2,296,626 09
Quartermaster's Department of the army, disbursed on account of "clothing of the army," "contingencies of the army," and pursuit and apprehension of deserters	829,670 08
Ordnance Department of the army	1,177,554 03
Medical Department of the army	35,614 97
Recruiting service of the army	49,654 83
Examination of national armories	5,950 31
Contingent expenses of Adjutant General's Department	80 39
Claims of States and individuals paid	114,926 24
Indian Affairs	2,214,467 32
Military Asylum, embracing the adjustment of 648 accounts of deceased soldiers, paid to the asylum	43,669 11
	6,768,213 37

Property accounts examined and adjusted - - - - 1,675
Private claims examined and rejected or suspended - - - 500
Recruits registered - - - - - - - - 3,180
Requisitions registered, recorded, and posted - - - - 2,050
Certificates of military service issued to Pension Office - - 1,802
Letters, accounts, and papers received, briefed and registered - 7,725
Letters written, recorded, and mailed - - - - - 5,189
Dead and discharged soldiers registered - - - - - 1,914
Private claims received and registered - - - - - 872

Statement of Indian disbursements in duplicate, under the act of June 30, 1854, for the fiscal year ending June 30, 1854, comprised in 2,200 foolscap pages, and

Statement of the same for the year ending June 30, 1855, as far as the accounts have been received, embracing about 2,000 pages.

Annual statement of the recruiting fund, prepared for the Adjutant General of the army.

Quarterly reports of balances and changes in the same, made to Second Comptroller by order of the Secretary of the Treasury, making 78 pages folio.

Annual statement of "contingent expenses of the army," transmitted *in duplicate* to the Secretary of War, for the use of the two Houses of Congress.

Annual statement of contingent expenses of this office.

List of balances of more than three years, reported to the First Comptroller.

No. 42.

REPORT OF THE THIRD AUDITOR.

TREASURY DEPARTMENT,
Third Auditor's Office, November 9, 1855.

SIR: Agreeably to the request contained in your letter of the 16th ultimo, I have the honor to report the operations of this branch of the Treasury Department, for the fiscal year ending June 30, 1855.

When I took charge of this office, on the 15th of September, 1854, the force employed consisted of seventy-one clerks, being eleven less than had been employed during the fiscal year previous. A large portion of the arrearages had been brought up by my predecessor, and the improvement in the condition of the office was so great that in my report to you of the 21st of October last, I felt justified in expressing the hope that accounts or claims thereafter received could be settled without material delay. It is proper, however, that I should say that at that time there were still some arrearages in some of the divisions of the office. The following facts, in detail, will show how far my expectations have been realized:

FIRST DIVISION—BOOKKEEPERS.

This division, having charge of the books containing the monetary transactions of the government connected with this office, has been kept actively employed. During the fiscal year there have been drawn out of the treasury $14,342,889 25, from which deduct $3,975,832 67, repaid, would leave $10,367,056 58 as the nett amount drawn out of the existing appropriations made by Congress. It may be proper to remark, in reference to the large amount drawn, that therein is embraced the transfer requisitions, thereby exhibiting the large amount of drafts and repayments, and yet but an inconsiderable portion of the amount actually paid into the treasury, arising out of the original advances made. From the register of settlements it appears that there have been 3,210 accounts (including special statements) reported upon during the year, embracing disbursements amounting to $13,359,180 60, exclusive of claims paid through this office, amounting to $402,305 16, and making a total in settlements of $13,761,485 76. The number of requisitions registered during the year was - - - - - - - - - 2,778
Counter requisitions - - - - - - - - - 836

Total - - - - - - - - - - - 3,614

SECOND DIVISION—QUARTERMASTER'S DEPARTMENT.

In this division there have been received during the year 575 quarterly accounts of officers disbursing in the Quartermaster's Department of the army. During the same period there have been audited 643, (the excess of accounts audited over those received being some received

during the year previous,) involving the sum of $3,158,557 83. The number remaining on hand, unsettled, July 1, 1855, was 57. During the first quarter of the present fiscal year, ending 30th September, there have been received 139 accounts, and during the same period 162 adjusted; leaving undisposed of, at the close of the quarter, 34, all of which have either been disposed of during the month of October, or are now in hand, excepting three accounts suspended for explanations before adjustment. The number of letters written in this division, during the fiscal year, was 1,490.

THIRD DIVISION—SUBSISTENCE DEPARTMENT.

In this division there were audited during the past fiscal year 771 quarterly accounts of officers doing duty in the Subsistence Department of the army, involving an actual expenditure of	$1,326,507 56
The number audited since the 30th June to the 30th September, the close of the 1st quarter of the fiscal year 1855–'56, is 194, involving an actual expenditure, as above, of - - - - - - - -	634,866 24
Making a total of expenditures for fifteen months audited in this division of - - - - - -	1,961,373 80
The whole amount of money involved in the above audited accounts, in the hands of officers for expenditures and transfers, is - - - - - -	2,878,251 43

There remained on file, unaudited, on the 30th September, 56 accounts of officers, involving the sum of $143,529 26. These accounts are now in process of settlement. In addition to the settlement of accounts, a set of books are kept in this division. Number of letters written during the year 753.

FOURTH DIVISION—PENSION DEPARTMENT.

To this division is assigned the keeping and settlement of accounts of pension agents; the claims on account of arrearages of pensions, and for due and unreclaimed pensions for a period exceeding fourteen months, and therefore payable at the Treasury; and the preparation of reports to the different departments connected with the pension claims, involving the whole correspondence pertaining thereto.

During the fiscal year ending June 30, 1855, there were received and recorded by this branch of the office 1,617 letters.

Of letters written there were - - - - - - -	2,477
Of calls for information, from the Pension Office, &c., received and answered, there were - - - - - - - -	1,380
Of pension agents' accounts received and settled, including all on hand on that day, - - - - - - - - -	207
Of pension claims received and settled, or otherwise disposed of, there were - - - - - - - - - - -	608
The agents' accounts involved the expenditure of -	$1,740,413 97
The pension claims an expenditure of - - -	22,935 04

On the 30th September, there were of pension agents' accounts on hand and unsettled, - - - - - - - - - - 1
Of pension claims on hand, - - - - - - - - - 3

FIFTH DIVISION—ENGINEER DEPARTMENT.

To this division are assigned the accounts of all officers and agents disbursing under the orders of the Engineer and Topographical Engineer Bureaus of the War Department, and the accounts of such officers and agents disbursing under the special direction of the War Department as are transmitted to this office for settlement.

Accounts of officers and agents of the Engineer Bureau.

These embrace expenditures for the construction and repairs of fortifications; for surveys and improvements of harbors on the Atlantic, and of rivers emptying into it; and all works of harbor and river improvement on the Gulf of Mexico; for continuing the Washington aqueduct; and for support of the Military Academy.

Accounts of officers and agents of the Topographical Engineer Bureau.

These embrace expenditures for military and geographical surveys; for surveys of the northern and northwestern lakes; for surveys in reference to military defences of the frontier, inland and Atlantic; for surveys of routes for a railroad from the Mississippi river to the Pacific ocean; for construction of military roads; and for all works of harbor and river improvement on the lakes; and for improvement of the Mississippi river and of rivers emptying into it.

Accounts of officers and agents under the special direction of the War Department.

In these are embraced expenditures for surveys of routes for a railroad from the Mississippi river to the Pacific ocean; for the construction of certain military roads; for the extension of the United States Capitol; for removing the present dome over the central portion of the Capitol, and the construction of one upon the plan designed by the architect of the Capitol extension; and for the continuation of the post office building.

The number of these accounts that were on file in this division, unadjusted at the commencement of the fiscal year ending June 30, 1855, was - - - - - - - - -	196
The number received during that year was - - - -	268
And the number for adjustment was, therefore, - - -	464
Of this number there were adjusted, during the year, - -	368
And the number remaining unadjusted at its close was - -	96

The three hundred and sixty-eight accounts adjusted within the year involve the sum of $5,183,385 22, including the unexpended balances remaining in hands of disbursing officers and agents.

In addition to the number of quarterly accounts unadjusted on the 1st of July last, viz: - - - - - - - - -	96
There had been received up to the 1st of October, instant, -	53
Making an aggregate of - - - - - - -	149
Of this number there were adjusted, between the 1st of July and the 30th of September last, - - - - - - - -	126
And there remained unadjusted on the 1st instant, - -	23

Of this number but eight pertain to periods prior to the second quarter of 1855, and the adjustment of these is within a few days of completion. The number of letters written in this division during the year is 225.

This division, you will observe, was materially in arrears at the commencement of the last fiscal year. Since then the force has been increased by the temporary addition of two clerks transferred from the quartermaster's and miscellaneous divisions, which, in connection with the diligent efforts of the head of the division and the clerks thereof, has resulted in bringing up the arrears. Hereafter the current work will be kept up by the regular force of the division.

SIXTH DIVISION—MISCELLANEOUS DEPARTMENT.

Within the last fiscal year there have been presented for the action of this division, of claims of all descriptions, - - - -	617
Of that number there have been acted on and disposed of, -	584
Leaving undisposed of, - - - - - - - -	33

The number of letters and reports written and recorded in this division was 1,208.

In addition to the claims referred to above as undisposed of, there are a number of claims for horses lost in the military service of the United States, for supplies furnished, &c., to which I made particular reference in my last report. To what I then said I have nothing now to add. Many of these claims were received years ago, and must remain in their present condition without further legislation.

During the year the settlement of the accounts of Generals Bennett Riley and R. B. Mason, in reference to moneys raised and collected by them in California after the treaty of peace with Mexico, and before the State government went into operation, commonly known as the "civil fund of California," have been brought to a close, the final legislation having only been obtained at the last session of Congress. The amount involved in these accounts was upwards of one and a quarter millions of dollars, and in their adjustment much time and labor were necessarily employed.

The total sum allowed on account of claims is $419,646 37. This

includes awards made by the board of army officers on claims for supplies, &c., furnished the battalion of Colonel J. C. Frémont, in California, the expenses growing out of the war with the Rogue River Indians in Oregon, together with various claims settled under special acts and resolutions of Congress.

SEVENTH DIVISION—SOLDIERS' CLAIMS AND BOUNTY LAND DEPARTMENT.

During the past fiscal year 1,530 communications relating to pay, pension, and bounty land claims were duly investigated and disposed of, including claims of widows and orphans under acts of March 16, 1802, April 16, 1816, and the first section of the act of March 3, 1853, (McRae's volunteers,) which are executed in this office. Of the entire number of claims presented 61 were allowed. The amount of money involved in the payment of the claims allowed was $4,447 24. There were also 10,821 bounty land cases, together with 631 invalid and half-pay cases examined and certified to the Commissioner of Pensions. Upwards of 200 mutilated muster-rolls, embracing more than 23,000 names, were copied, compared, and filed away for preservation.

Since the 1st July, and up to the 30th September, embracing the first quarter of the current fiscal year, the work on this division has materially increased, in consequence of the great number of bounty land cases sent by the Pension Office for examination. During that period 5,842 bounty land cases, with 108 invalid and half-pay pension cases, have been examined and certified to the Commissioner of Pensions; 473 communications relative to pay, pension, and bounty land claims have also been received and registered at this office, most of which have been disposed of. The number of letters written during the year in this division was 2,531.

EIGHTH DIVISION—COLLECTIONS.

To this division is assigned the collection of outstanding balances on the books of the Treasury so far as appertains to this office. This division was first organized by my predecessor, under your instructions, and strenuous exertions have been made to reduce the amount of outstanding balances. A large proportion of these balances are the accumulations of many years, and running back anterior to the year 1820. In many of these cases the debtors have deceased, become insolvent, or removed to parts unknown. Every effort has been made, by means of circulars, letters of inquiry, &c., to ascertain the residence and circumstances of those living, or the legal representatives of those known to be dead, and as fast as ascertained a correspondence is opened. This manifestly must consume considerable time.

At the commencement of the last fiscal year the outstanding balances were as follows:

On account of arrearages prior to 1820 - - -	$2,869,453 65
Charged on the current books since 1820 - -	3,324,159 46
Total - - - - - - -	6,193,613 11

Of the amount due on account of arrearages there had been sent to the agent of the treasury for suit, prior to the year 1826, transcripts of accounts amounting to $2,158,018 64, which being deducted from the total of arrearages prior to 1820, would leave an outstanding balance of $711,435 01.

From the long period of time this balance has been permitted to remain, and the difficulty, as before stated, of ascertaining the residence of many of the persons charged, and the probable death and insolvency of others, I fear there is but little prospect of realizing any considerable portion of the above.

During the last fiscal year the amount collected from this class of balances was $13,000 08.

Of the amount due on the current books, viz: -	$3,324,159 46
There was in suit and in the course of prosecution, under the direction of the Solicitor of the Treasury, the sum of - - - - - - - - - -	1,475,906 62
Balance for adjustment and collection - - -	1,848,252 84

Of this balance a portion is for advances from officers and from the treasury, for the disbursement of which no accounts and vouchers have been rendered; a considerable portion for suspended charges, the vouchers for which were sent back to the parties for explanation or correction, but not returned; and a portion charged to the personal accounts of officers, the expenditure having been made by their orders, but not authorized by law or the regulations of the War Department. Some of these balances are in controversy between the persons charged therewith and the accounting officers.

During the fiscal year ending June 30, 1855, the balance on the current books has been reduced in the sum of $307,725 76; eight transcripts of accounts prepared and reported for suit, with a brief of the facts in each case; 415 letters have been received, and 757 written, in relation to the business of the division, and recorded.

The business of the division during the fiscal year, and its condition at the end thereof, may be thus briefly stated:

Total balance June 30, 1854 - - - - -		$6,193,613 11
From which deduct amount closed by settlement and payments into the treasury during the year - -	320,726 64	
Amount in suit in course of prosecution under the direction of the Solicitor of the Treasury - - -	3,633,924 26	
		3,954,650 90
Balance - - - - - - - - -		2,238,962 21
To which add amount charged to officers, during the year, reported as having ceased to disburse, and who have accounts and vouchers in process of adjustment - - - - - - - -		110,743 10
Total balance outstanding - - - - -		2,349,705 31

Of which, occurred prior to 1820 - - - -	$698,434 13
Leaving, of balances since 1820 and outstanding June 30, 1855, - - - - - - - - -	1,651,271 18

More than half of this amount is charged against officers and agents entrusted with the public funds, without being required to give bond and security, the only security being their personal responsibility. In such cases, when the officer goes out of service, or becomes insolvent, or dies without estate, the government is left without remedy for the recovery of the amount that may be found due on a final settlement of his accounts.

On an examination of the foregoing, together with a comparison of the present condition of this office with what it has been in former years, I trust, sir, you will agree with me in the opinion that it is not only in a healthy condition, but better prepared to dispatch the business by law committed to its charge with promptness and dispatch than at any former period for a number of years. In connexion with this, I invite your attention to a tabular statement appended to this report, showing the number of quarterly accounts of disbursing officers and agents of the War Department, on hand and unsettled, on the 30th day of September of each year for the years 1850, '51, '52, '53, '54, and '55, respectively; also, when said accounts were received. From that statement it will appear that there are now on hand and unsettled in this office only 114 quarterly accounts altogether, of which number all except 9 are for the first and second quarters of the present year. At the corresponding period for last year there were on hand 268 accounts, of which number 19 had been received the year previous, and 22 the second year previous. At the corresponding period for 1853 there were on hand 340 accounts, of which number 124 were received during the year previous, and 42 the second year previous. Whilst there thus appears this steady improvement each year on the year preceding, for the last three years until now, the accounts are as closely settled as they can well be; prior to 1852 the process of accumulation had been going on at such a fearful rate that on the 30th of September of that year there were on hand, unsettled, 2,359 accounts, of which number 1,111 were received during the previous year, and 219 during the second previous year. Indeed, amongst those reported as received during the second previous year were many accounts running back for a period of five years and to the Mexican war.

On the 17th of March last I received from you a communication relative to complaints of delay in the Treasury Department in the settlement of accounts of disbursing officers of the army, and especially calling my attention to "that part of the report of the Secretary of War which accompanied the late annual message of the President, beginning with the fifth paragraph on page 21," so that measures might be taken for remedying the evil complained of. Steps were immediately taken to carry out this request. It appeared, on investigation, that no particular cause of complaint existed either in the quartermaster's or subsistence divisions in this office. In each of

these divisions the accounts were about as closely settled up as it was possible for them to be under the regulations of the War Department. During the preceding year the accounts had usually been settled, with very few exceptions, during the quarter next succeeding their reception from the office of the Quartermaster and Commissary General; and these exceptions were generally in cases where the accounts were intimately connected with those of the disbursing officers whose accounts had not been received, and to which it was necessary to have reference. In such cases, of course, the account received would have to be laid over until the absent accounts reached this office. Whatever of delay existed from causes other than those enumerated, was by no means entirely attributable to this office. The prevailing sentiment I know is, that for whatever delay exists in the settlement of accounts after they are "rendered," the accounting officers are entirely chargeable, but such is not the case. By the regulations of the War Department the accounts of disbursing officers are required to be sent *direct* to the chief of the appropriate bureau in the War Department, where they are retained for "administrative examination," prior to being sent to the Treasury for settlement. It has not unfrequently happened that these accounts were delayed in the bureaus of the War Department, awaiting their "administrative examination," as well as in the Treasury awaiting settlement.

But the engineer division in this office was found to be materially in arrears, partially growing out of a want of proper force and an accumulation of business, and partly from the irregular manner in which the accounts were transmitted to this office. It appeared, on investigation, that not unfrequently four, six, and even more quarters of the same officers' accounts were received at this office at one time from the Topograpical Bureau. Coming to this office in this irregular way, it is not surprising that the same irregularity has existed in their transmission hence to the Second Comptroller. Much more time was consumed in the investigation and settlement of accounts running for so long a period than would have been necessary had each quarter been transmitted by itself. The system of aggregating accounts is objectionable. Each quarter should be settled by itself and at as early a date as practicable after the expiration of the quarter. Accordingly, on the 1st of April I directed the chiefs of divisions, at the close of each quarter, to make out a list of the names of officers whose accounts are, *by law*, due at this office, and transmit the same to the chief of the proper bureau in the War Department, informing him that said accounts are due at this office and have not been received, and requesting him, if received there, to send them here for settlement at an early day. For the last three quarters this course has been observed, and I flatter myself, with the co-operation of the chiefs of bureaus in the War Department, who, I know, will render all the aid in their power to facilitate promptness in accounting, that hereafter there will be little or no cause for complaint.

While it gives me pleasure to say that most of the disbursing officers of the army having accounts to render are prompt in rendering their accounts, and responding to statements of differences by furnishing explanations or additional evidence, as may be required to secure conformity to regulations, there are, nevertheless, some instances of inat-

tention and failure. During the last four quarters, commencing with the 3d quarter, 1854, there have been reported to the Second Comptroller as having failed to render their accounts for the respective quarters within the time prescribed by law, as follows:

3d quarter, 1854.—Quartermasters - - - -		29	
Do.	Commissary Subsistence - -	18	
Do.	Topographical Engineers - -	—	
		—	47
4th quarter, 1854.—Quartermasters - - -		19	
Do.	Commissary Subsistence - -	13	
Do.	Topograpical Engineers - -	2	
		—	34
1st quarter, 1855.—Quartermasters - - -		16	
Do.	Commissary Subsistence - -	11	
Do.	Topographical Engineers - -	4	
		—	31
2d quarter, 1855.—Quartermasters - - -		14	
Do.	Commissary Subsistence - -	15	
Do.	Topographical Engineers - -	4	
		—	33

It is to be hoped that the efforts of the Treasury Department to bring about a reform in the settlement of the accounts of disbursing officers of the War Department with as little delay as possible, thus bringing the expenditures and the settlement of the same closely together, will be met with a corresponding spirit on the part of those having the accounts to render. It is certainly their interest, as well the interest of the government, that vouchers rendered for the disbursement of public money should be acted upon in as short time as possible after the disbursement is made. In case of suspensions or disallowances, an early opportunity will then be presented for reconciling differences and correcting errors while the transactions are yet fresh in the memory, and they are, therefore, the better able to furnish the necessary explanations or proof. Moreover, the true condition of officers' accounts will be known to themselves and to the departments, a matter as important to the officer as to the government.

Until within the last year or two no special information has been furnished this office of the resignation of officers of the army; and within that time, say from the 8th March, 1854, until the present time, forty-seven officers, of all grades, have tendered and had their resignations accepted by the President. The aggregate indebtedness of these officers is $43,281 12.

Immediately on the receipt of the notice of the acceptance of the resignations of officers their accounts are taken up for settlement, to ascertain the balances due from them, with a view to a final adjustment of their accounts, and to recover the balances into the Treasury. Much difficulty has been encountered and a great deal of time is lost in obtaining a knowledge of the residence of these officers, which cannot at all times be ascertained from the office of the Adjutant General, and which renders it necessary to resort to expedients to accomplish that object.

Paragraph 42 of the Army Regulations of 1847 prescribes the

course to be pursued on the tender of an officer's resignation, and seems to have in view some restrictions, but which are not defined, nor is there any penalty or contingency fixed to intervene between the acceptance of an officer's resignation, notwithstanding he may have unsettled accounts and be largely indebted to the United States.

The working force of the office at the present time is sixty-eight clerks, being three less than at the date of my last report. Although the business of this office has been constantly augmenting, no additional force is asked for. The gentlemen employed in the office are diligent in the discharge of their official duties, and have earnestly and efficiently seconded my efforts to transact the public business committed to it with punctuality, accuracy and dispatch.

Very respectfully, your obedient servant,

ROBT. J. ATKINSON, *Auditor.*

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

Tabular statement exhibiting the number of quarter yearly accounts of disbursing officers and agents of the War Department, presented at the office of the Third Auditor of the Treasury Department for settlement in the three years preceding the 30th September of each of the years 1850, 1851, 1852, 1853, 1854 *and* 1855, *and which remained unsettled, and the years, respectively, in which they were received; compiled from the official reports*

	Received during the year.	Received during the year previous.	Received during the second year previous.	Total on hand unsettled.
1850 - - -	381	713	726	1,820
1851 - - -	1,153	432	315	1,900
1852 - - -	1,029	1,111	219	2,359
1853 - - -	174	124	42	340
1854 - - -	162	19	22	268
1855 - - -	105	9	–	114

TREASURY DEPARTMENT,
Third Auditor's Office, November 9, 1855.

No. 43.

REPORT OF THE FOURTH AUDITOR.

TREASURY DEPARTMENT,
Fourth Auditor's Office, October 26, 1855.

SIR: In compliance with the request contained in your letter of the 16th inst., I have the honor to report the operations of this office for the year ending on the 30th of June last, the general outline of its duties, the official demeanor of its officers, the mode of doing, and the present condition of the business, as follows:

The duties of this office are to audit and state all accounts and claims growing out of the naval service of the United States, embracing the accounts of pursers, navy agents, navy pension agents, naval storekeepers, timber agents, paymaster of marines, &c. This office also settles the accounts of the several lines of steamers employed in the foreign mail service under contract with the Navy Department. All requisitions for the purpose of drawing money from the Treasury for the transfer of money from one head of appropriation to another, and to cover into the Treasury money refunded on account of the navy, are registered in this office. The allotments granted by the officers and men in the naval service are also registered here. Various other duties, more or less incident to the above, necessarily devolve upon this office.

During the year ending on the 30th of June last, there were one thousand and forty-three accounts settled in this office, which embraced minor accounts to the number of one hundred and forty-two thousand two hundred and sixty-three, each requiring much care and, not unfrequently, considerable labor in its examination and adjustment. These settlements involved disbursements amounting to fifteen millions one hundred and fifty-two thousand two hundred and sixty-seven dollars and twenty-nine cents.

The balances against persons who left the service, or ceased to disburse, previously to, or during the said fiscal year, standing on the books of this office, were reduced, by settlements or collections, in the course of the year to the amount of one million two hundred and eleven thousand two hundred and fifteen dollars and eighty cents, making the amount of reductions of said balances, since my report of October 1, 1853, over three millions of dollars.

The number of letters received and registered during the year is five thousand two hundred and seventy; and the number written and recorded, including reports to the different departments and their bureaus, is five thousand four hundred and nineteen. Seventeen briefs were made out in cases intended for suit, and recorded. Two hundred and sixty-nine accounts were reported, journalized and posted; one thousand and forty-seven requisitions, and one thousand two hundred and seventy-two allotments of pay left by officers and men in the naval service, were registered during the year. This office is charged also with the duty of preparing yearly a statement showing the amount received by each officer of the navy, during the fiscal year,

on account of "pay," "rations," and "travel," which requires an examination of all the rolls and quarterly returns made to this office by the several pursers.

An extraordinary amount of labor has devolved upon this office in consequence of the act of Congress entitled, "An act in addition to certain acts granting bounty land to certain officers and soldiers who have been engaged in the military service of the United States." Approved March 3, 1855. The applications for bounty land under this act made to the Commissioner of Pensions by the officers and seamen who have served in the navy of the United States, in any war in which this country has been engaged, since 1790, are referred to this office for examination and report of the services of the applicants. Upon this branch of duties, for a great portion of the time since it commenced, three and, up to the 16th inst., four clerks were employed. During a short period, one half of the force of the office was employed upon it. This business alone would afford employment for six clerks.

A general idea of the mode of doing business in this office may be drawn from the process pursued in the settlement of the accounts of disbursing officers of the navy. When an account is transmitted for settlement, an examination is made to ascertain if all the necessary papers, rolls and vouchers accompany it. A further investigation is then instituted to see if all the papers, &c., are in proper form and valid. Such as are not are suspended or disallowed and the officers informed of the fact. From such as are allowed the account is stated and, with the papers and a statement of disallowances, sent to the Second Comptroller for revision. When a claim against the United States is presented to this office, an examination is made to see if it had been presented before, if it had, what disposition had been made of it, and if it had not, then to ascertain if the office contains evidence of its validity. If the claim is found to be just, proof of the claimant's identity is required. When the necessary evidence has been furnished, an account is stated, which, with a certificate of allowance, is sent to the Second Comptroller for revision. Immediate payment of balances found due the United States upon the settlement of accounts is promptly required.

Owing chiefly to the great increase of work, caused by the bounty land applications before referred to, the regular business of this office has, to some extent, unavoidably fallen behind. It is hoped, however, that when this pressing demand upon the labor of this office is gotten through with, that the regular business will be speedily brought up, and that the miscellaneous searches required, in order to furnish information and instructions asked by various persons both in and out of the navy, in different parts of the United States and the world, can be more readily made.

The demeanor of the officers employed in this branch of the Treasury Department is characterized by promptness and fidelity, evincing abundant capacity in the discharge of their respective duties.

I have the honor to be, most respectfully, your obedient servant,

A. J. O'BANNON,
Acting Auditor.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 44.

REPORT OF THE FIFTH AUDITOR.

TREASURY DEPARTMENT,
Fifth Auditor's Office, November 1, 1855.

SIR: I have the honor to state, in compliance with your letter of the 16th ultimo, that for the fiscal year ending 30th June last, with a force of seven clerks, the number of accounts adjusted at this office amount in the aggregate to 783, and were of the following descriptions, viz:

Of our ministers and secretaries of legation abroad, our commissioners to China and the Sandwich Islands, bankers at London, on whom many of the ministers and their secretaries draw for their salaries, &c.

Of consul general in Egypt.

Of consuls in China, who, in addition to their disbursements for the relief of destitute seamen, are paid compensation authorized under the act of Congress of August 11, 1848, for judicial services.

Of consuls at Tripoli, Tunis, and Tangier, who, in addition to the customary expenses of their consulates, receive a salary of $2,000 each.

Of consuls in Turkey, viz: Constantinople, Smyrna, and Candia, who incur expenses for the pay of a dragoman, interpreter and guard at each, &c.

Of consul at Beiroot, in Syria, for salary.

Of consul at Basle, in Switzerland, for office rent.

Of consuls and commercial agents in foreign ports, who, under the old system, have received no salary except the consul at London, but made disbursements for the relief of destitute seamen. These accounts were numerous, and required the closest examination in their adjustment.

Of our citizens, for indemnities awarded to them under treaties with foreign governments.

Of the citizens of Oregon, for services and losses sustained by them in wars with the Cayuga Indians.

Of commissioner and others on the boundary survey between the United States and Mexico.

Of the disbursing agents of the State and Post Office Departments, for the contingent expenses, &c., of the same, transmitted and adjusted quarterly.

Of the Commissioner of Patents, relative to the contingent expenses of his office; agricultural statistics, &c., transmitted and adjusted quarterly.

Of the agent of the Census Bureau, (Department of the Interior,) for arrearages due on account of the seventh census.

Of the claims of owners or masters of vessels for bringing home seamen put on board their vessels by our consuls in foreign ports.

In addition to the foregoing, 391 letters have been written on the business of the office, and books kept for recording the adjustments of the accounts, and for the letters written.

In reply to the enquiries contained in your letter as to the improvement, if any, which has taken place in the character of its officers, and the mode of doing and the present condition of the business of this office, I have to state that the business being divided among its officers, as directed by the thirteenth section of the act of Congress of August 26, 1842, and each one feeling responsible for the portion assigned to him, the business has been carried on with entire satisfaction to all concerned. I have the honor to enclose herewith a statement for each of the clerks, showing what accounts remain on their desks at the present time unadjusted, and the reasons of the delay.

The business of the office will no doubt be considerably increased under the act of Congress of 1st March last, for remodelling the diplomatic and consular systems of the United States, and will require an increase of force to keep it up, but at present I am not prepared to say to what extent such increase should be made, or to suggest any changes in the laws or regulations under which the business of the office is conducted.

I have the honor to be, sir, very respectfully, your obedient servant,

T. M. SMITH,
Acting Auditor.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 45.

REPORT OF THE SIXTH AUDITOR.

OFFICE OF THE AUDITOR OF THE TREASURY
FOR THE POST OFFICE DEPARTMENT,
November 20, 1855.

SIR: As requested by your letter of the 16th ultimo, I have the honor to submit the following report of "the operations of this office for the past year."

The *Examiner's Division*, consisting of the principal and *thirty-four* clerks, has examined and adjusted the quarterly accounts of about 24,000 postmasters per quarter, as follows:

For the quarter ending	September 30, 1854	- - -	23,209
"	" December 31, 1854	- - -	23,255
"	" March 31, 1855	- - - -	24,015
"	" June 30, 1855	- - - -	23,251

Making an aggregate of domestic postal accounts examined and adjusted during the year of 93,730, which have also required the stating, entering, and transmitting of 13,326 error accounts by three clerks, whose whole time is devoted to this work.

Postal accounts with Great Britain, Prussia, Bremen, and other foreign governments, are also adjusted in this division by a competent accountant with prompt regularity, neatness, and clerical skill.

An experienced examiner is exclusively employed in re-examining the domestic accounts at random, in order to detect the errors of examiners; and two others are employed in receiving, entering, and passing the accounts to the examiners.

Before the passage of the act of 3d March, 1855, one clerk of this division was sufficient to keep the stamp accounts of all the postmasters in the United States, but those provisions of that act which require *prepayment* of all (except foreign) postage, from and after the 1st July last, and *prepayment by stamps* from and after the 1st of next January, have trebled, if not almost quadrupled, the number of stamps used, and rendered absolutely necessary the employment of three additional clerks upon this branch of the public business.

The general business of the division has been performed to my entire satisfaction, and the accounts, numerous and often illegible as they are, have been carefully examined and adjusted, punctually, within the time required by the laws and regulations of the department.

The Register's Division, comprising the principal and eight other clerks, has analyzed and registered the accounts, punctually, within the first 20 days of the quarter in which they were rendered. The entire work of the division has been promptly and satisfactorily performed.

The Bookkeeper's Division, consisting of the principal and eleven other bookkeepers, has in charge the permanent records of the accounts of all the postmasters, contractors, special and other agents of

the department, and all others directly engaged in its service, amounting to more than 35,000 persons, and have kept them promptly posted, and as promptly answered all calls for information made by Congress, the Postmaster General, or the parties interested in them.

The Collection Division.—The principal clerk of this division is also disbursing clerk for the office, and has under his supervision seventeen other clerks, who are charged with the collection of the revenue from present and late postmasters.

The entire business of the division is in as good condition as could be desired, as is shown by the remarkable fact that during the fiscal year ending June 30, 1855, the aggregate outstanding balances due the department from all the postmasters who have become *late* since 1st July, 1845, has been reduced from $103,296 62 to $10,029 66, exclusive of cases in suit and those on the Pacific, and which have been referred to the Postmaster General for allowance of extraordinary expenses, incident to the establishment of our postal system in that region, in pursuance of the provisions of the 4th and 5th sections of the act of 27th July, 1854.

The Pay Division comprises the principal and twelve clerks, whose duties are of the most important character, viz: that of settling the accounts of contractors for carrying the mails and reporting them for payment to the Postmaster General.

The division has adjusted and reported an average of 5,533 accounts per quarter, or an aggregate of 22,132 during the year.

The accounts of contractors are adjusted and reported as promptly as the receipt of the proper data from the Post Office Department and its agents will allow.

The Miscellaneous Division consists of the chief clerk of the office (who also acts as solicitor for the Post Office Department) and twelve other clerks. 66 suits have been instituted and $13,898 21 collected by suit during the year by this division.

It has also settled and paid balances due late postmasters amounting to $65,354 18; recorded the entire correspondence of the office; settled and paid the accounts of 3,900 mail messengers and special contractors, of special agents, and contractors for mail bags, locks and keys, advertising, stamps, blanks, &c.

The labors of the office during the year may be recapitulated thus:

	Per quarter.	In the year.
Number of postmasters' accounts examined and adjusted, - - - - - - - - -	24,410	97,640
Number of accounts of late postmasters handled,	4,424	17,699
Number of accounts of contractors and other agents,	9,533	38,132
Total number of accounts adjusted and handled in the year, - - - - - - - - -	.....	153,471

The regular correspondence of the office has amounted to 201,338 letters received, and 128,402 sent in reply. 66,028 collection orders, and 13,326 error accounts, have also been issued; and a large amount

of labor performed in making reports and answering calls for information, which cannot be classified.

The Board of Examiners for this office, organized under the provisions of the 3d section of the act of March 3, 1853, regulating the appointment of clerks in the executive departments, have, since the law went into effect, examined *eighty-six* applicants for clerkships, of whom *sixty-one* have been passed as qualified, *and twenty-five* rejected as not qualified. The plan of these examinations marked out in my last annual report is still rigidly adhered to, and has, with your co-operation, materially improved the character for intellectual and moral qualifications and faithfulness of the clerical corps of the office.

It will be seen from the foregoing statistics that the business of this office rapidly and regularly increases, as our postal system is extended over the whole Union, but especially the new States and Territories; and it is well known throughout the department that the gentlemen employed here are compelled, by the mass of business constantly pressing upon them, to push their labors to a later period in the day than is usually required in other offices of the government, and many of them to a late hour in the night. I cannot too highly commend the zeal, ability, and indefatigable industry they have brought to the discharge of their duties during the past year.

Their number, I respectfully submit, should be increased by an addition of *five*, to meet the additional demand upon their labor by the provisions of "An act further to amend the act entitled 'An act to reduce and modify the rates of postages in the United States, and for other purposes,'" approved March 3, 1855, and the increase of the general business of the office.

Respectfully submitted.

WM. F. PHILLIPS, *Auditor*.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

No. 46.

REPORT OF THE SOLICITOR.

OFFICE OF THE SOLICITOR OF THE TREASURY,
November 16, 1855.

SIR: Soon after the receipt of your letter of the 16th ult., requesting me to transmit to you, at an early day, my report on the operations of this office for the past fiscal year, giving a general outline of its duties, and the mode of doing, and present condition of its business, &c., I directed the statements and tables necessary to furnish the information required to be prepared as soon as practicable. The completion of this work has been somewhat delayed by a desire to get in the reports of the district attorneys and clerks for the fall terms of the courts, at which it was hoped and believed that many cases, which had been fully prepared for trial, would be finally disposed of. As yet, all of them have not been received, but I do not deem it proper to delay it longer. I have the honor, therefore, to transmit you, herewith, a series of statements, in tabular form, marked Nos. 1, 2, and 3, which show the progress and state of the business of the office during the fiscal year ending June 30, 1855, in the several judicial districts of the United States.

Before giving a general synopsis of these tables, it is perhaps proper to say in regard to the general outline of the duties of this office, which you direct me to give, that a summary of them is to be found in the act of 29th May, 1830, establishing it, and are briefly, "to direct and superintend all orders, suits, or proceedings in law or equity for the recovery of money, chattels, lands, tenements, or hereditaments, in the name and for the use of the United States. To have charge of all lands and other property assigned, set off, or conveyed to the United States in payment of debts, and of all trusts created for the use of the United States, in payment of debts due them, and to sell and dispose of lands assigned or set off to the United States in payment of debts. To instruct the district attorneys, marshals, and clerks of the circuit and district courts in all matters and proceedings appertaining to suits in which the United States is a party or interested, and cause them, or either of them, to report to the Solicitor, from time to time, any information he may require in relation to them. To report all moneys received or collected to the officers from whom the bond or other evidence of debt was received, and all credits allowed by due course of law on any suit under his direction; and with the approbation of the Secretary of the Treasury to establish such rules and regulations, not inconsistent with law, for the observance of collectors, district attorneys, and marshals respecting suits in which the United States are parties, as may be deemed necessary for the just responsibility of those officers and the prompt collection of the revenues and debts due and accruing to the United States."

In regard to the mode of doing business, I observe that from the first establishment of the office it has been classified and kept in suit dockets, under the following heads, viz:

1st. *Treasury transcripts*, which includes all suits upon bonds and accounts of receiving and disbursing officers of the government adjusted and settled at the Treasury Department.

2d. *Fines, penalties, and forfeitures.*—This class includes all suits for the recovery of fines, penalties, and forfeitures for violations of the revenue laws.

3d. *Miscellaneous suits*, which includes all civil suits not coming properly within the first and second classes above mentioned.

To the above dockets I now add a fourth class, embracing suits at law given to the office in charge, in pursuance of the order of the President, dated July 16, 1855, of which the following is a copy: "In all cases of suits at law arising in any of the departments the head thereof may, in his discretion, conduct the same with the aid of the Solicitor of the Treasury, or refer it to the Attorney General; and the Solicitor of the Treasury will conduct the cases so referred, under the supervision of the Attorney General; and all questions of fees and costs arising in any case shall be determined by the head of the department by which the same is conducted."

In the early history of the office there was a separate docket kept for suits on "custom-house bonds," or bonds taken under the credit system, for duties on goods imported; but since the passage of the act of August 30, 1842, requiring all duties to be paid in cash, this docket has been abandoned.

The routine of business has been the same from the beginning. All the general regulations and instructions required by the organic act have been prepared and printed, and copies of them kept in the hands of the officers of the courts. They are deemed sufficient for the purposes for which they are intended, and my great effort has been to cause them to be promptly and fully carried out. I am happy to say that in the principal districts there has been a decided improvement within the past year, the district attorneys particularly being prompt and active, and evincing every disposition to do their whole duty. In some of the districts, however, where there is little public business transacted except the trial of indictments and prosecutions for offences, it is found extremely difficult to obtain full and prompt reports from the officers of the courts.

The course of business is, when a judgment is reported on a suit in the first class, to give immediate information of its date and amount to the Comptroller of the Treasury, or other officer from whom the bond or other evidence of debt was received, and under whose supervision the account was stated and adjusted, with a request to cause said account to be adjusted in conformity with the judgment rendered. And so when collections are made, the amount is required to be deposited to the credit of the Treasurer of the United States in the nearest public depository, and a certificate thereof sent to this office, which certificate is immediately transmitted to the Comptroller, with a request to give the party of whom it was collected the proper credit. Thus the whole accounting, computation of interest, &c., in regard to this class of suits, is done by the accounting officers of the Treasury. Docket entries are, of course, made in this office of all these matters, so as to show the general state of the suit, but nothing more.

In like manner, when collections are made in the other classes of

suits, the amounts are required to be either deposited to the credit of the Treasurer of the United States, as in the first class of suits, and a certificate thereof sent to this office, and placed in the hands of the Comptroller, with a request to cause it to be covered to the credit of the fund to which it is assigned by law, or it is paid over to the collector of the district in which the fine, penalty, or forfeiture accrued, and his receipt sent to this office, which receipt is immediately placed in the hands of the Commissioner of Customs, so that said collector may be charged with the amount and held to proper accountability for the same.

With these explanatory remarks, I submit the following summary of the business of the office, taking the States or districts in the order in which they are usually called in congressional proceedings, the details of which are more fully given in the tables which accompany this report, numbered 1 to 3.

Summary of the Business of the Office.

Districts.	Suits brought during the year.		Suits decided or otherwise disposed of during the year.				Collections during the year.		
	Number.	Amount sued for.	Number.	Amt. of judg-m'ts on suits bro't during the year.	Amount of judgments on suits prev'sly brought.	Total amount of judgments during the year.	On suits bro't during the year.	On suits previously bro't.	Total collections.
Maine	17	$548 00	12	$776 34	$4,869 97	$5,646 31	$776 34	.....	$776 34
New Hampshire	.....	.....	1	.....	14,019 96	$14,019 96	.....	.....	.....
Massachusetts	35	1,311 20	18	900 09	.....	900 09	2,507 30	$12,083 03	14,590 33
Vermont	3	.....	2	.....	.....	.....	240 98	2,114 69	2,355 67
Northern New York	14	.....	9	.....	.....	.....	2,276 14	516 28	2,792 42
Southern New York	543	230,728 20	449	5,995 33	55,000 00	60,995 33	122,617 77	87,997 79	210,615 56
New Jersey	1	77,818 42	....	.....	.....	.....	.....	.....	.....
Eastern Pennsylvania	23	24,498 40	6	8,525 31	26,192 59	34,717 90	366 64	21,653 95	22,020 59
Western Pennsylvania	....	.....	2	.....	10,687 81	10,687 81	.....	6,821 69	6,821 69
Delaware	2	1,752 31	2	1,798 75	.....	1,798 75	.....	.....	.....
Maryland	14	59,370 07	13	50,102 99	.....	50,102 99	326 00	3,421 22	3,747 22
District of Columbia	6	23,863 68	2	12,000 00	.....	12,000 00	.....	8,555 60	8,555 60
Eastern Virginia	2	20 00	3	770 60	865 94	1,636 60	20 00	2,599 54	2,619 54
Western Virginia	7	.....	7	2,034 90	.....	2,034 90	159 87	11,145 66	11,305 53
North Carolina	2	.....	2	400 00	.....	400 00	.....	.....	.....
South Carolina	1	416 38	....	.....	.....	.....	.....	.....	.....
Northern Florida	16	.....	14	100 00	3,354 20	3,454 20	.....	984 16	984 16
Southern Florida	1	.....	1	.....	.....	.....	460 32	.....	460 32
Middle Alabama	25	.....	17	18 30	.....	18 30	3 30	.....	3 30
Southern Alabama	11	4,804 95	6	.....	664 46	664 46	.....	5,643 75	5,643 75
Eastern Louisiana	34	31,167 82	10	2,007 85	4,854 16	6,862 01	10,791 96	18,253 40	29,045 36
Texas	.....	.....	1	.....	19,132 73	19,132 73	.....	5,000 00	5,000 00
Northern Mississippi	1	2,211 87	2	.....	28,141 42	28,141 42	.....	.....	.....
Southern Mississippi	1	10,000 00	....	.....	.....	.....	.....	.....	.....
Eastern Arkansas	9	.....	.....	.....	.....	.....	.....	.....	.....
Western Arkansas	17	1,500 00	16	2,384 88	.....	2,384 88	.....	.....	.....
Missouri	24	78,364 33	8	200 00	.....	200 00	7,558 55	11,858 67	19,417 22

Summary of the business of the office—Continued.

Districts.	Suits brought during the year.		Suits decided or otherwise disposed of during the year.				Collections during the year.		
	Number.	Amount sued for.	Number.	Amt. of judg-m'ts on suits bro't during the year.	Amount of judgments on suits prev'sly brought.	Total amount of judgments during the year.	On suits bro't during the year.	On suits previously bro't.	Total collections.
Eastern Tennessee	5	$49,847 20	4	$30 00	$100 00	$130 00	$30 00	$324 69	$354 69
Middle Tennessee	4	1,203 56	4	1,102 94	.....	1,102 94	.....	1,561 20	1,561 20
Kentucky	11	5,032 66	11	5,667 71	13,795 65	19,463 36	5,203 04	10,981 99	16,185 03
Ohio	9	3,500 00	10	5,000 00	11,693 40	16,693 40	35,175 81	2,213 18	37,388 99
Indiana	7	.....	1	.....	.....	.....	.....	.....	.....
Illinois	13	.....	10	.....	1,699 39	1,699 39	.....	.....	.....
Michigan	11	14,362 18	5	.....	14,233 60	14,233 60	.....	18,078 18	18,078 18
Wisconsin	2	9,602 62	4	4,602 62	1,121 37	5,723 99	3,688 77	4,474 40	8,163 17
Iowa	4	.....	3	.....	.....	.....	.....	.....	.....
Northern California	30	73,371 83	23	20,985 07	.....	20,985 07	4,500 00	1,275 00	5,775 00
Southern California	2	800 00	....	.....	.....	.....	.....	.....	.....
New Mexico	1	.....	1	.....	.....	.....	.....	.....	.....
Washington Territory	10	.....	5	604 00	.....	604 00	.....	2,461 31	2,461 31
	918	705,745 68	684	125,007 74	210,426 65	336,434 39	196,702 79	240,019 38	436,722 17

From the above summary it will appear that during the fiscal year 918 suits were brought. Of this number 32 were on treasury transcripts, (class No. 1,) to recover the sum of $410,118 50; 381 for fines, penalties, and forfeitures, (class No. 2,) reported to amount to $22,679 55; but as the mass of these cases are in *rem*, that sum does not give the amount actually involved, but only that portion of it which is for the recovery of specific fines and penalties. The remainder of the suits brought, 505, are of a miscellaneous character, (class No. 3;) amount due reported to be $272,947 63. This class of suits is swelled by the large mass of suits brought in New York on warehouse transportation bonds, and suits brought by individuals against collectors of the customs to recover moneys alleged to have been illegally exacted from them for duties on goods imported.

Of the large number of suits brought during the year, 644 have been finally disposed of during the fiscal year, as follows: 272 were tried and decided for the United States, upon which has been collected the sum of $196,702 79; 92 were tried and decided against the United States; 346 were dismissed or discontinued, and 26 remitted by the President or Secretary of the Treasury, making together 644 cases, and leaving 274 cases still pending and undecided.

In regard to the large number of suits reported as dismissed or discontinued, it is proper to say that it includes suits on 259 warehouse transportation bonds in New York, in which the bonds were withdrawn from suit by the collector, under instructions from the department; and most of the remainder were suits for fines and penalties brought against steamboats and small craft, their owners and navigators. Many of these cases depended upon the same principle, and the trial of one disposed of many others.

With respect to the cases still pending at the end of the fiscal year, I have to say that many of them were fully prepared for trial at the fall term of the courts, and many others were brought late in the year and returnable to those terms. When the reports of the district attorneys and clerks for the fall terms shall all come in, the number pending will be greatly reduced.

Respecting the 4th class of suits mentioned in a previous part of this report, a docket for which has been opened in pursuance of the order of the President, none are reported, because none were actually given in charge of this office during the fiscal year.

It will also appear that during the year 26 judgments, amounting to $210,426 65, were obtained in suits on treasury transcripts brought previous to the commencement of the fiscal year, and 14 suits of the same class otherwise disposed of; and that there was collected in all classes of suits brought previous to the commencement of the fiscal year, the sum of $240,019 38.

The general result of the operations of the year is the final disposition of 684 suits, and the collection on suits brought during the year of - - - - $196,702 79

And on suits bronght previous to its commencement - 540,019 38

General aggregate - - - - 436,722 17

I have the honor to be, very respectfully, your obedient servant,

F. B. STREETER.

Hon. JAMES GUTHRIE, *Secretary of the Treasury.*

No. 47.

TREASURY OF THE UNITED STATES,
November 22, 1855.

SIR: In compliance with your letter of the 16th ult., I have the honor to submit the following summary of the business of this office:

There was covered into the treasury during the fiscal year ending 30th June last, on 4,739 warrants—

For customs, lands, and miscellaneous	$65,617,030 16
Interior Department	526,879 89
War Department	4,006,606 89
Navy Department	1,205,926 27
Total	71,356,443 21

The payments during the same period on 13,975 warrants, and about the same number of drafts, were—

On civil, miscellaneous, diplomatic and public debt.	$34,335,835 40
Interior Department	4,769,584 60
War Department	18,780,433 25
Navy Department	14,517,949 92
	72,403,803 17

On account and for the service of the Post Office Department, there was received at the several offices of the treasury	$4,128,851 45
And paid on 6,137 post office warrants	4,308,356 28
Balance to the credit of department at close of fiscal year	516 260 66

For facility and convenience of disbursements, and for greater security of the public money, you have caused to be issued within the year 1,590 transfer drafts, in amount $41,319,054 18, and the transfers have been conducted and executed with commendable despatch and satisfactory result.

The operations of the money branch of this office continue to give great satisfaction, not to myself only, but to disbursing officers, government creditors, and to every class of persons having business to transact with it, especially the operations arising under the business extension of it, which you directed should go into effect on the 1st July, 1853, (carrying out in spirit and in fact the Independent Treasury act of 1846;) since which, they have gradually increased to important magnitude, as will be seen by the following statement:

The amount of coin received and paid during a year ending the 30th September, 1855, averages, in and out, $1,261,792 66 per month.

Treasury drafts paid or passed to the credit of disbursing officers number 1,423.

The accounts now kept with disbursing officers are 57, and their checks paid and passed to the debit of their respective accounts number 17,394, and amount to $7,093,208 85.

The arrangement you were pleased to direct as a facility to the receipt of coin here, in exchange for drafts on New York, without expense for transportation, by causing the issue of regular transfer drafts for $200,000 at a time in my favor, and the deposite thereof with the Assistant Treasurer at New York, subject to my check on "transfer account," as required, commenced on the 30th January last, and has been highly appreciated by persons who desired to make such exchanges. Under it, there has been received in eight months, to the 30th September last, $2,840,237 01; the money for which each check was drawn having been paid, as required, into the treasury here, before the check was drawn.

The checks drawn upon funds made subject to my check on "transfer account" and payment of "compensation" of members of the House of Representatives number 1,357.

The respective accounts of disbursing officers are usually settled, and their checks (paid) are cancelled and returned, with their settled pass-books, about once a month.

The accounts with the Assistant Treasurer at New York, above referred to, are settled and the checks (paid) taken in once a month; and I am pleased to say that, thus far, not an error or discrepancy in any of those various accounts has arisen.

Under your direction, a granite vault has been constructed, and in a few days will be completed, which will certainly insure the security of the moneys and valuables of the government, and Indian trust funds, placed therein for safe-keeping.

Respectfully,

SAM. CASEY,
Treasurer United States.

No. 48.

REGISTER'S OFFICE, *November* 22, 1855.

SIR: In compliance with your letter of 16th October last, requesting me to transmit, at an early day, my report on the operations of this office for the past year, giving a general outline of the duties, together with the improvements which may have taken place in the character of its officers, in the mode of doing, and the present condition of its business, I have the honor to submit the following:

The business of this office has been divided into four branches—

First. That pertaining to the receipts and expenditures of the United States;

Second. That to the public debt and loans;

Third. To commerce and navigation; and,

Fourth. To the tonnage, registered and enrolled, of the United States.

At the head of each of these divisions is placed a clerk, whose duty

it is to exercise a general supervision over the clerks of the division. In the first there are fourteen clerks; in the second, three; in the third, nine; and in the fourth, two.

The following is a summary of the duties of each division, together with the mode of doing the business, its present and comparative condition, presented in the order above indicated:

First, as to the receipts and expenditures.

In this division all the receipts and expenditures of the government are kept, excepting those relating to the receipt and disbursement of the revenues of the Post Office Department. All the accounts settled in the First and Fifth Auditors' offices and the General Land Office, relating to the disbursements for the civil list, miscellaneous, foreign intercourse, and public debt, are kept in this branch; also the appropriation accounts of the several departments. All accounts for money due are copied for warrants to issue, and the warrants for the payment of money for civil expenditures, whether on settled accounts or advancements to disbursing agents, are also copied and entered in journals, in appropriation, and other ledgers, besides other books of registry. The warrants for expenditures in the Department of the Interior, (pension and Indian,) in the military and naval, are registered and charged in the various ledgers of appropriations. All warrants for the payment of money into the treasury, whether for receipts from customs, lands, &c., or repayments, are registered in appropriation books, and posted into various ledgers.

The annual statement of receipts and expenditures of the United States, or, as it is usually styled, the public accounts, is prepared in this division, first in a detailed form, and afterwards condensed for publication.

To show the great increase of the business in this branch within a few years past, the following statistics are presented, taking for comparison the year ending June 30, 1845, and comparing this year with the last fiscal year ending June 30, 1855:

	Expenditures.	Receipts.
The number of treasury warrants issued in 1855 was	8,625	3,120
The number of treasury warrants issued in 1845 was	3,493	1,036
Increase	5,132	2,084
The number issued for all the departments in 1855 was	13,961	4,639
The number issued for all the departments in 1845 was	7,734	1,813
Increase	6,227	2,826

The number of journals and ledgers have also proportionally increased, as follows:

	Journals.	Ledgers of personal act's.	Appropriation ledgers.
In 1855	3	5	6
In 1845	1	2	3
Increase	2	3	3

The number of personal accounts (exclusive of auxiliary ledger) in 1855 was	2,374
The number of personal accounts (exclusive of auxiliary ledger) in 1845 was	641
Increase	1,733
The number of appropriation accounts in 1855 was	1,442
The number of appropriation accounts in 1845 was	807
Increase	635

It will be perceived, from the number of warrants issued at the periods selected, that the great increase has been in this branch of the office, where the personal accounts for those expenditures are kept. The public accounts show the same increase, the volume for the latter period being about twice the size of the former.

The causes of the increase of labor in this division are, first, the act of 3d March, 1849, requiring all receipts from customs, lands sold, &c., to be paid into the treasury without abatement, and the expenses attending the collection of the same to be paid out again; second, the great increase of specific appropriations.

It is supposed that the establishment of the Court of Claims, and the act of the last Congress in relation to the salaries of ministers and consuls, will add very much to the labors of this division.

The statistics for the volume styled "Receipts and Expenditures," will be ready by the meeting of Congress, unless the new item directed by your letter of August 6, last, to be prepared for this work, in regard to the emolument accounts of collectors, naval officers, and surveyors of the customs, from 1840 up to the 30th June last, may defer its completion for a few days. This additional item will furnish some two hundred and fifty pages of additional matter, but the clerks are diligently engaged in compiling these statistics also.

In the second division, usually styled the Loan Office, the duties assigned to this branch are, the issue, redemption, cancellation, and preservation of all certificates of the United States stock, embracing the loans of 1842, 1846, 1847, 1848, Texan, Mexican, and Spanish indemnity, and bounty land, keeping separate books for each separate loan, requiring, at this time, no less than nineteen ledgers. For the five loans first named, there are now open 2,537 accounts; the issue of bonds, filling up coupons, and, when redeemed, preserving them, and when paid, amounting annually to more than 21,000, posting them numerically in books kept for the purpose.

In this branch are kept the books containing the account of the funded

and unfunded debt; also, the unclaimed dividends, a copy of which is regularly furnished to the Treasurer of the United States for payment, arranged in alphabetical order, stating to whom due, when and where payable, the amount, and under which loan; also, the schedules of dividends payable semi-annually, and copies forwarded to the different government pay agents, stating the amounts, to whom payable at each depository.

This division examines and acknowledges the receipt of all powers of attorney for the transfer of stock, and for the payment of interest, a record of which is kept in a book stating by whom given, to whom, and its date and general power—3,991 of which are still in force—alphabetically arranged and vowelized; copies of which have been furnished to the First Auditor and Comptroller, by which they are governed in the settlement of their accounts. All the correspondence incident to this business is prepared in this branch.

In the third division, pertaining to commerce and navigation, there are nine clerks, three of whom are engaged on commercial statistics, one on the entries and clearances of vessels, their tonnage, &c., one in keeping the impost book, register of customs, custom warrants, and steamboat accounts, one in keeping the customs ledger, one the files, and in furnishing information therefrom, one on statistics, and one charged with the general supervision of the correspondence, registry of letters and commercial papers, and in answering calls for information, in which, when necessary, he is assisted by the clerks generally.

A number of changes and improvements were introduced at the commencement of the past fiscal year. Among the most prominent was the alteration of the forms of the abstracts of imports and exports, by which they are rendered more comprehensive, and include many articles heretofore not enumerated. In addition to this, a supplementary register, showing the aggregate imports and exports, from and to each district, has also been added. These, with the separate returns of articles under the reciprocity treaty, and the resumption of keeping the accounts of the indirect trade of the country, form the principal features of the changes during the last fiscal year.

Another change, or improvement, introduced also, is that of preparing and publishing a quarterly statement of the commerce of the country. Under the old system of keeping the books, this would have been impracticable; but, in order to effect this end, I directed that the transactions of each quarter should be proved separately, which can be done soon after the end of the quarter, unless prevented by the tardiness of some of the collectors.

These changes and improvements have not been effected but by increased labor on the part of the clerical force employed; but it has been met by them in a spirit of cheerfulness, particularly as they see in the efforts thus to improve and systematize the duties of the division, increased facilities for the discharge of their duties. The decided instructions from the head of this department, requiring collectors of customs to send in, immediately after the end of each quarter, their quarterly returns, has contributed more than anything else towards facilitating the completion of the quarterly statement of the commerce

of the country; for this is the starting point, and a want of promptitude on the part of collectors would, of necessity, delay this whole business.

Under instructions from the Secretary of the Treasury, formerly given, where collectors of the customs, at the end of each quarter, might delay making their returns, requiring me to write them immediately, bringing the fact to their mind, and where they still neglected to make such return an unreasonable length of time, to report such delay to the Secretary, since the reception of such instructions, each collector, upon any unwarrantable delay, has been immediately written to, urging him forthwith to forward his abstracts. The returns are now, as a general thing, made with reasonable promptness, and the clerks are not hindered from making the entries now, as was the case when I first entered upon the duties of my office.

Through the facilities thus afforded—the improvements above indicated, the promptness, efficiency, and industry of the clerks on this branch of business—I have been enabled to complete, for the printer, the statistics of commerce and navigation at an earlier day than ever furnished before. This year they were reported up on the 13th October. The times at which these statistics have been annually reported are shown in the letter of the Secretary of October 12th ult., notifying the President of the Senate and Speaker of the House of Representatives of their completion.

In the fourth division are kept the tonnage statistics, from which is compiled that portion which forms part of the annual Report of Commerce and Navigation.

The tonnage accounts of the several collectors of the customs are received by this branch, examined and corrected, and proper entries made thereof in books kept for this purpose. All ships' registers and papers are transmitted by it, and all registers surrendered in the several districts are entered in books kept for this purpose, and are afterwards pasted into books for preservation and reference. The following synopsis of the books, with the nature of the entries made therein, indicates the character of the business of this division more specifically:

Book No. 1, contains the tonnage by districts.

Book No. 2. The tonnage by districts, by States, and the United States, from 1804 to 1855; also the vessels burnt in each district.

Book No. 3. Abstract statements in reference to the tonnage.

Book No. 4. Statement of vessels built each year.

Book No. 5. Statement of vessels lost each year.

Book No. 6. Statement of vessels condemned each year.

Book No. 7. Statement of vessels sold to foreigners.

Book No. 8. Statement of vessels; margin-book, being a record of ships' papers issued in one district and surrendered in another.

Books Nos. 9 and 10. Record of ships' papers, registers and enrolments issued to the several districts, which are credited when surrendered.

The business of each division of this office, and each and every desk, is kept well up, and I am happy to be able to report that the whole clerical force under my charge have discharged their duties with

promptness and fidelity. In fact, nothing less than the utmost diligence and industry on their part has enabled me to report so favorably in regard to the business operations of the past year, and the present condition of the office.

In conclusion, permit me to suggest that there should be a change of several clerks in this division, from second to third class clerks. And there should, at least, be allowed me two clerks of class 4. In the several bureaus of the Treasury Department there are nine clerks of class 4: six of these are in the office of Auditor of the Post Office Department, two in the Treasurer's office, and one in the Solicitor's office. In the General Land Office there are, of class 4, five clerks, Pension Office four, Indian Office three. Now the duties of these clerks can be no more arduous than that of a number in my office, and yet there is not one of class 4 assigned me.

Many of the clerks in this office, in order to bring the business up to its present standard, have been required to give unremitting and unreasonable application to their duties, not even being allowed a respite of a few weeks during the whole year; and, as an act only of simple justice, Congress should, at least, provide for a remuneration corresponding with those engaged in no more arduous duties in the other departments.

I am, sir, very respectfully, your obedient servant,

F. BIGGER.

Hon. JAMES GUTHRIE,
Secretary of Treasury.

Statement showing the amount of moneys expended at each custom-house in the United States, during the fiscal year ending June 30, 1855.

District.		Collector.	Amount.
Passamaquoddy	Maine	Bion Bradbury	$27,482 00
Machias	do	D. W. Dorman	2,544 77
Frenchman's Bay	do	T. D. Jones	4,870 79
Penobscot	do	R. H. Bridgham	4,966 10
Waldoborough	do	E. Wilson	6,646 61
Wiscasset	do	John Babson	6,733 78
Bath	do	C. H. Bodfish	10,936 89
Portland and Falmouth	do	Ezra Carter, jr.	32,322 55
Saco	do	N. M. Towle	1,233 43
Kennebunk	do	J. Cousens	776 51
York	do	L. Junkins	653 38
Belfast	do	E. K. Smart	5,948 34
Bangor	do	G. P. Sewall	7,886 95
Portsmouth	New Hampshire	Z. Clement	11,983 03
Vermont	Vermont	D. A. Smalley	15,252 94
Newburyport	Massachusetts	J. Blood	5,370 71
Gloucester	do	Wm. H. Manning	6,874 26
Salem and Beverly	do	E. F. Miller	23,815 16
Marblehead	do	W. Bartoll	2,552 19
Boston	do	C. H. Peaslee	300,016 50
Plymouth	do	E. P. Little	3,313 81
Fall River	do	P. W. Leland	2,885 27
Barnstable	do	S. B. Phinney	11,005 94

STATEMENT—Continued.

District.		Collector.	Amount.
New Bedford	Massachusets	C. B. H. Fessenden	$8,509 01
Edgartown	do	J. T Pease	4,648 10
Nantucket	do	E. W. Allen	2,995 09
Providence	Rhode Island	G. Bradford	14,867 84
Bristol and Warren	do	G. H. Reynolds	5,633 75
Newport	do	G. Turner	5,341 60
Middletown	Connecticut	Wm. D Starr	2,514 07
New London	do	Henry Hobart	14,918 22
New Haven	do	M. A. Osborn	18,589 19
Fairfield	do	Wm. S. Pomeroy	1,843 21
Stonington	do	E. Chesebro	1,951 97
Sackett's Harbor	New York	T. S. Hall	7,688 17
Genesee	do	J. C. Campbell	7,509 16
Oswego	do	E. B Talcott	25,495 21
Niagara	do	A. V E. Hotchkiss	10,758 50
Buffalo	do	J. T. Hudson	17,217 09
Oswegatchie	do	Horace Moody	7,404 41
Sag Harbor	do	S. L. Gardiner	777 58
New York	do	H. J. Redfield	961,688 60
Champlain	do	Henry B Smith	13,736 57
Cape Vincent	do	Alfred Fox	8,159 62
Dunkirk	do	H. P. Whallon	877 83
Perth Amboy	New Jersey	F. W. Brinley	3,962 86
Bridgetown	do	Wm. S. Bowen	322 82
Burlington	do	J. A. Sherrad	177 53
Camden	do	J. W. Mickle	288 93
Great Egg Harbor	do	T. D. Winner	856 16
Little Egg Harbor	do	S. Willitts	792 22
Newark	do	E. T. Hillyer	2,054 24
Philadelphia	Pennsylvania	Charles Brown	246,824 66
Presque Isle	do	James Lytle	1,126 37
Pittsburg	do	J. Hastings	2,674 83
Delaware	Delaware	Jesse Sharpe	19,754 27
Baltimore	Maryland	P. F. Thomas	111,953 73
Annapolis	do	James Sands	929 20
Oxford	do	R. B. Willis	259 79
Vienna	do	G. A. Z. Smith	1,059 27
Town Creek	do	J. R. Thompson	166 62
Havre de Grace	do	C. Pennington	154 50
Georgetown	District of Columbia	Robert White	3,341 71
Richmond	Virginia	Wm. M. Harrison	7,212 73
Norfolk	do	S. T. Sawyer	53,266 30
Tappahannock	do	G. T. Wright	1,682 56
Cherrystone	do	J. S. Parker	463 68
Yorktown	do	P. J. Barriza	569 74
Petersburgh	do	A. D. Banks	5,846 99
Alexandria	do	E. S. Hough	5,773 00
Yeocomico	do	Gordon Forbes	150 00
Wheeling	do	A. J. Pannel	774 09
Camden	North Carolina	L. D. Starke	648 47
Edenton	do	Edmund Wright	338 71
Plymouth	do	Joseph Ramsey	516 45
Washington	do	H. F. Hancock	468 87
Newbern	do	T. S. Singleton	1,140 20
Ocracoke	do	O. S. Dewey	2,380 97
Beaufort	do	J. E. Gibble	511 38
Wilmington	do	James T. Miller	16,202 55
Charleston	South Carolina	W. F. Colcock	58,263 41
Georgetown	do	Thomas L. Shaw	458 66
Beaufort	do	B R. Bythewood	250 00

STATEMENT—Continued.

District.		Collector.	Amount.
Savannah	Georgia	John Boston	$40,172 22
St. Mary's	do	J. A. Barratte	789 13
Brunswick	do	Woodford Mabry	650 15
Mobile	Alabama	Thaddeus Sanford	44,368 78
Tuscumbia	do	James W. Rhea	226 36
Pearl River	Mississippi	D. W. Johnston	601 13
Natchez	do	Edward Pickett	733 17
Vicksburg	do	D. Walker	709 96
Pensacola	Florida	Joseph Sierra	2,952 21
St. Augustine	do	Paul Arnau	1,555 00
Key West	do	John P. Baldwin	9,436 82
St. Mark's	do	Hugh Archer	4,749 53
St. John's	do	James G. Dell	3,969 49
Apalachicola	do	George S. Hawkins	5,959 40
Bay Port	do	John E. Johnson	83 65
New Orleans	Louisiana	Thomas C. Porter	202,711 03
Teché	do	R. N. McMillan	969 81
Texas	Texas	H. Stuart	10,086 28
Saluria	do	D. M. Stapp	10,279 46
Brazos de Santiago	do	J. H. Durst	27,874 99
Paso del Norte	do	C. Sherman	3,058 66
Miami	Ohio	J. Riley	2,376 79
Sandusky	do	J. A. Jones	3,053 84
Cuyahoga	do	Robert Parks	6,164 75
Cincinnati	do	S. B. W. McLean	6,569 25
Detroit	Michigan	J. H. Harmon	23,899 52
Michilimackinac	do	J. A. Wendell	1,991 75
Chicago	Illinois	W. B. Snowhook	7,389 15
Alton	do	John Fitch	1,911 92
Galena	do	D. Wann	468 36
Quincy	do	T. Bennesson	1,732 40
*Cairo	do	J. S. Harker	----------
Louisville	Kentucky	H. N. Sands	1,755 27
Paducah	do	William Nolen	163 33
St. Louis	Missouri	William A. Linn	4,612 03
Nashville	Tennessee	J. Thomas	1,626 13
Memphis	do	E. Dashiell	1,189 55
Knoxville	do	P. Nance	1,149 65
Evansville	Indiana	J. Hutchinson	560 60
Jeffersonville	do	F. R. Lewis	97 22
New Albany	do	J. B. Norman	403 86
Milwaukie	Wisconsin	John White	5,087 37
Dubuque	Iowa	D. A. Mahony	278 90
Keokuk	do	William Stotts	288 18
Burlington	do	Philip Harvey	350 00
Minnesota		P. Beauprie	1,722 93
Oregon		John Adair	8,856 09
Umpqua		A. C. Gibbs	2,261 66
San Francisco		R. P. Hammond	651,347 93
Sonoma		L. B. Mizner	16,542 00
San Joaquin		J. M. Scofield	12,331 00
Sacramento		Charles C. Sackett	4,198 48
San Diego		O. Witherby	10,751 55
Monterey		Isaac B. Wall	10,222 73
			3,356,106 59

* No account settled.

F. BIGGER, *Register.*

TREASURY DEPARTMENT, *Register's Office, November* 24, 1855.

Statement of the number of persons employed in each district of the United States for the collection of customs, during the fiscal year ending June 30, 1855, with their occupation and compensation, per act March 3, 1849.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Passamaquoddy, Me	1	Collector	$3,000 00
	1	Surveyor	1,723 21
	9	Inspectors	1,095 00
	1	do	957 00
	1	do	730 00
	1	Weigher and measurer	947 92
	1	do do	680 69
	1	Deputy collector	730 00
	1	Aid to the revenue	720 00
	1	Boatman	360 00
	1	do	240 00
Machias	1	Collector	922 38
	1	Inspector	730 00
	1	do	547 50
	1	Inspector and deputy collector	500 00
	1	Inspector	250 00
	1	Boatman	225 00
Frenchman's Bay	1	Collector	1,250 62
	2	Deputy collectors and inspectors	1,095 00
	2	do do	300 00
	1	Inspector	730 00
	1	Weigher, measurer, and gauger	69 41
	1	Boatman	600 00
Penobscot	1	Collector	1,212 89
	1	Deputy collector and inspector	895 00
	1	do do	800 00
	1	do do	1,095 00
	2	Deputy collectors	730 00
	1	Inspector	150 00
Waldoborough	1	Collector	1,962 11
	2	Deputy collectors and inspectors	1,095 00
	2	Inspectors	936 00
	1	do	856 00
	1	do	350 00
	1	do	300 00
	1	do	348 00
Wiscasset	1	Collector	914 34
	1	Inspector	1,095 00
	1	do	1,065 00
	2	do	912 50
	1	do	500 00
	1	do	494 00
	1	Measurer	250 17
Bath	1	Collector	2,702 08
	2	Inspectors, weighers, gaugers, and measurers	1,500 00
	1	Inspector, weigher, gauger, and measurer	1,499 61
	1	Inspector	1,095 00
	1	do	650 00
	1	do	600 00
	2	do	500 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Bath—Continued	1	Inspector	$350 00
	1	do	250 00
Portland and Falmouth	1	Collector	3,000 00
	1	Deputy collector and occasional weigher, gauger, and measurer	1,500 00
	1	Surveyor	1,514 61
	2	Weighers, gaugers, and measurers	1,500 00
	6	Inspectors	1,095 00
	4	Occasional inspectors	1,095 00
	1	do	861 00
	1	Aid to inspectors	338 00
	1	do	64 00
	2	Night inspectors	514 00
	1	Clerk	800 00
	1	do	600 00
	1	Porter	350 00
	2	Boatmen	311 00
	1	do	86 25
Saco	1	Collector	375 97
	1	Inspector	500 00
	1	do	401 50
	1	Aid to the revenue	75 00
Kennebunk	1	Collector	207 00
	1	Deputy collector, inspector, &c	600 00
	2	Inspectors	56 00
York	1	Collector	281 40
	1	Deputy collector	213 10
	1	Inspector	120 00
Belfast	1	Collector	1,478 13
	1	Inspector	1,095 00
	1	do	1,083 00
	1	do	722 00
	1	do	726 00
	1	Aid to the revenue	864 00
	1	do	54 38
	1	Measurer	82 78
	1	Gauger	45 72
	1	do	36 24
Bangor	1	Collector	2,500 69
	1	Deputy collector and inspector	1,095 00
	1	do do	1,068 00
	1	Weigher, gauger, &c	1,362 20
	1	do do	1,500 00
	1	Weigher, gauger, and measurer	1,242 54
	1	Aid to the revenue	150 00
Portsmouth, N. H	1	Collector	573 21
	1	Naval officer	398 75
	1	Surveyor	431 84
	1	Deputy collector and inspector	730 00
	1	do do	200 00
	3	Inspectors	1,095 00
	2	do	500 00
	1	do	360 00
	2	do	300 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Portsmouth—Continued ..	1	Occasional inspector	$730 00
	2	Occasional inspectors and night-watch	547 50
	1	do do	58 50
	2	do do	100 00
	1	Inspector and measurer	1,207 27
	1	Weigher, gauger, and measurer	1,193 85
Vermont, Vt	1	Collector	1,090 84
	2	Deputy collectors and inspectors	912 50
	1	do do	452 50
	1	do do	375 00
	1	do do	600 00
	5	do do	500 00
	7	do do	360 00
	1	Deputy collector	300 00
	1	do	375 00
	1	Deputy inspector	375 00
	1	do	250 00
	1	do	500 00
	1	do	400 00
	1	do	360 00
	3	do	240 00
	2	Revenue boatmen	180 00
	3	do	240 00
	1	Porter	100 00
Newburyport, Mass	1	Collector	681 43
	1	Surveyor	496 41
	1	do	250 00
	1	Naval officer	422 09
	1	Gauger	132 24
	1	Measurer	237 36
	1	Inspector	1,068 00
	1	do	882 00
	1	do	816 00
	1	do	201 00
	1	Occasional inspector	555 00
	1	Boatman	320 00
Gloucester	1	Collector	2,177 78
	1	Surveyor	737 25
	2	Inspectors	1,095 00
	1	do	300 00
	1	do	150 00
	1	Weigher, gauger, and measurer	837 02
	1	do do	771 62
	1	Boatman	240 00
Salem and Beverly	1	Collector	2,021 66
	1	Deputy collector	1,000 00
	1	Clerk	930 00
	1	Naval officer	1,305 64
	1	Surveyor	957 42
	1	do	293 31
	1	Inspector	1,095 00
	2	do	945 00
	2	do	927 00
	1	do	924 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Salem and Beverly—Continued.	1	Inspector	$91
	1	....do	91
	2	....do	90
	1	....do	60
	1	....do	29
	1	Weigher and gauger	1,25
	1	....do	1,26
	1	....do	1,26
	1	Measurer	1,06
	1	....do	4
	2	Boatmen	30
	1	Laborer and assistant storekeeper	68
Marblehead	1	Collector	64
	1	Surveyor	35
	2	Inspectors	38
	1	....do	36
	1	....do	18
	1	Measurer	25
	2	Boatmen	15
	1	....do	10
Boston and Charlestown	1	Collector	6,40
	3	Deputy collectors	2,50
	1	Cashier	2,50
	1	Assistant cashier	1,40
	1	Clerk	1,50
	3	....do	1,40
	1	....do	1,30
	9	....do	1,20
	10	....do	1,10
	4	....do	1,00
	2	....do	90
	1	Superintendent of custom-house	1,20
	1	Messenger	76
	1	....do	54
	1	Naval officer	5,00
	1	Deputy naval officer	2,00
	1	Clerk	1,50
	1	....do	1,20
	3	....do	1,15
	1	Clerk and messenger	70
	1	Surveyor	4,90
	1	Deputy surveyor	2,00
	1	Assistant deputy and clerk	2,00
	1	Clerk	1,50
	1	Messenger	70
	9	Weighers	1,48
	4	Gaugers	1,48
	5	Measurers	1,48
	56	Inspectors	1,09
	1	....do	80
	2	....do	70
	21	Night inspectors	60
	6	Night watchmen	60
	1	Appraiser at large	2,50

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Boston and Charlestown—Continued.	2	Appraisers	$2,500 00
	2	Assistant appraisers	2,000 00
	2	Clerks	1,400 00
	4	....do	1,200 00
	5	....do	1,000 00
	1	....do	800 00
	1	Special examiner of drugs	1,000 00
	1	Public storekeeper	1,400 00
	2	Assistant storekeepers	1,400 00
	1	....do	1,100 00
	1	....do	1,095 00
	1	Clerk	1,400 00
	1	....do	1,095 00
	1	....do	900 00
	2	....do	800 00
Plymouth	1	Collector	506 80
	1	Inspector	1,095 00
	1	....do	800 00
	1	....do	600 00
	1	....do	300 00
	1	....do	160 00
	1	Weigher	80 07
	1	Measurer	15 00
	1	Gauger	24
Fall River	1	Collector	1,024 76
	1	Deputy collector, inspector, &c	975 24
	1	Inspector, weigher, and measurer	620 58
	1	....do....do	558 82
	1	Weigher and measurer	73 31
	1	Boatman	300 00
Barnstable	1	Collector	1,666 13
	1	Deputy collector and inspector	911 00
	1	....do....do	863 00
	1	....do....do	796 00
	1	....do....do	625 00
	1	....do....do	500 00
	1	Inspector	639 00
	1	....do	507 00
	1	....do	687 00
	4	....do	400 00
	1	....do	336 00
	1	Clerk	200 00
New Bedford	1	Collector	2,962 00
	2	Inspectors	1,095 00
	1	Clerk	800 00
	2	Inspectors, weighers, gaugers, &c	1,500 00
	1	Inspector and measurer	162 00
	1	Inspector	444 00
	1	....do	102 00
	1	....do	117 00
	1	....do	99 00
	1	Boatman	420 00
	1	Aid to the revenue	240 00
	1	....do....do	228 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Edgartown	1	Collector	$405 00
	1	Inspector	1,095 00
	1	....do	730 00
	1	....do	600 00
	1	....do	400 00
	1	Temporary inspector	39 00
	1	Boatman	300 00
	1	....do	240 00
Nantucket	1	Collector	531 59
	1	Deputy collector and inspector	1,095 00
	1	Inspector	730 00
	2	Boatmen	150 00
Providence, R. I.	1	Collector	1,719 71
	1	Clerk	600 00
	1	Naval officer	790 00
	1	Surveyor, Providence	769 35
	1	Surveyor, East Greenwich	250 00
	1	Surveyor, Pawtuxet	200 00
	4	Inspectors, coastwise	547 00
	6	Inspectors, foreign	497 00
	1	Inspector, Pawtuxet	450 00
	2	Inspectors	300 00
	1	Weigher	1,500 00
	1	Gauger	386 28
	1	Measurer	1,500 00
	1	....do	785 11
	1	Boatman, Providence	300 00
	1	Boatman, Pawtuxet	330 00
	1	Boatman, East Greenwich	132 00
Bristol and Warren	1	Collector	736 78
	1	Inspector	549 00
	1	....do	546 00
	1	....do	420 00
	1	....do	186 00
	1	....do	141 00
	1	....do	132 00
	1	....do	60 00
	1	Weigher	339 05
	1	....do	322 09
	1	Gauger	274 20
	1	....do	58 24
	1	Assistant storekeeper	547 50
	1	Boatman	216 00
	1	....do	84 00
	1	Surveyor	363 09
	1	....do	309 16
Newport	1	Collector	346 55
	1	Naval officer	467 85
	1	Surveyor	445 13
	1	....do	250 00
	1	....do	200 00
	1	Deputy collector and inspector	549 00
	1	Inspector	549 00
	1	....do	546 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Newport—Continued	1	Inspector	$400 00
	2	Occasional inspectors	165 00
	1	Occasional inspector	180 00
	1	....do....do	129 00
	1	....do....do	288 72
	1	....do....do	26 31
	1	Weigher	60 00
	1	Gauger	192 24
	1	Measurer	50 73
	1	Superintendent of lights	264 25
	1	Agent of marine hospital	4 71
	1	Night watch	11 25
	1	Boatman	450 00
	1	....do	270 00
Middletown	1	Collector	617 29
	1	Deputy collector, inspector, &c	500 00
	3	Surveyors	300 00
	1	Inspector	500 00
	2	Inspectors	300 00
	1	Weigher	29 16
New London	1	Collector	1,982 59
	1	Surveyor	305 72
	1	Inspector, weigher, gauger, and measurer	650 00
	1	....do....do....do	632 72
	1	Inspector	600 00
	1	....do	250 00
	1	....do	100 00
	1	Boatman	296 27
New Haven	1	Collector	3,000 00
	1	Deputy collector and inspector	1,095 00
	1	Surveyor	831 14
	1	Storekeeper	500 00
	1	Clerk	700 00
	1	Inspector, weigher, and measurer	1,500 00
	2	Inspectors, weighers, and gaugers	1,500 00
	4	Inspectors	1,095 00
	1	....do	72 00
	1	....do	60 00
	1	Day and night inspector	933 00
	1	Aid to the revenue	48 00
	1	.....do	386 00
	1	Night watch	158 00
	1	.....do	220 00
	1	.....do	236 00
	1	.....do	238 00
	1	Keeper of revenue boat	300 00
Fairfield	1	Collector	985 27
	1	Inspector, measurer, weigher, and gauger	1,209 20
	1	....do....do....do	177 00
	1	....do....do....do	105 00
	1	Temporary night watch	4 00
Stonington	1	Collector	858 73
	1	Surveyor	150 00
	2	Inspectors	500 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Stonington—Continued ...	1	Boatman	$216 00
	1	....do	144 00
Sackett's Harbor, N. Y....	1	Deputy collector and inspector	730 00
	1	.....do.....do	640 00
	1	Aid to the revenue	730 00
	1	Night watch	547 50
	1	....do	365 00
	2	Temporary inspectors	730 00
	1	.....do.....do	547 50
	1	Deputy collector and inspector	547 50
	1	.....do.....do	300 00
	1	.....do.....do	250 00
	2	Boatmen	300 00
	1	Collector	717 80
Genesee	1	....do	784 24
	1	Deputy collector and inspector	900 00
	4	.....do.....do	730 00
	1	Aid to the revenue	547 50
	1	....do.....do	365 00
	4	....do.....do	138 00
	1	....do.....do	320 00
	1	....do.....do	730 00
	1	....do.....do	37 63
Oswego	1	Collector	961 84
	2	Deputy collectors	1,000 00
	2	Inspectors	730 00
	1	...do	500 00
	1	...do	300 00
	1	...do	365 00
	1	...do	410 62
	2	Clerks	730 00
	1	....do	676 00
	1	....do	600 00
	1	....do	486 00
	1	House inspector	730 00
	1	Clerk	624 00
	4	Aids to the revenue	488 00
	2	...do.....do	306 00
	3	Night-watch	365 00
	2	....do	366 00
	1	....do	229 50
	1	Boatman	300 00
Niagara	1	Collector	1,368 00
	1	Deputy collector	900 00
	3	.....do	365 00
	2	Deputy collectors and inspectors	730 00
	1	.....do.....do	400 00
	3	Aids to the revenue	730 00
	2	Inspectors	730 00
	1	Clerk	730 00
	1	Warehouse inspector	365 00
	1	Night-watch	365 00
	1	Deputy collector and inspector,	365 00
Buffalo Creek	1	Collector	1,954 23

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Buffalo Creek—Continued	1	Deputy collector	$1,000 00
	1	do	771 00
	1	do	510 00
	1	do	728 00
	1	do	140 59
	1	do	279 16
	1	do	341 66
	1	Inspector	1,000 00
	1	do	857 00
	1	do	555 00
	1	do	744 00
	1	do	822 00
	1	Aid to the revenue	500 00
	1	do do	439 12
	5	Night-watch	730 00
	1	Boatman	300 00
	2	Clerks	912 50
Oswegatchie	1	Collector	1,460 10
	1	Deputy collector and inspector	837 59
	1	do do	500 00
	1	do do	450 00
	1	do do	400 00
	1	do do	463 75
	1	do do	376 21
	1	do do	1,003 50
	1	Inspector	730 00
	1	Watchman	730 00
	1	Aid to the revenue	730 00
	2	Boatmen and night-watch	240 00
Sag Harbor	1	Collector	696 63
	2	Coastwise inspectors	273 00
	1	Inspector	102 00
New York	1	Collector	6,340 00
	6	Deputy collectors	2,500 00
	1	Auditor	4,000 00
	1	Assistant auditor	2,500 00
	1	Cashier	2,500 00
	1	Assistant cashier	2,500 00
	19	Clerks	1,500 00
	1	Clerk	1,400 00
	8	Clerks	1,200 00
	2	do	1,100 00
	63	do	1,000 00
	8	do	900 00
	4	do	800 00
	2	do	700 00
	2	do	600 00
	1	Keeper of the custom-house	1,000 00
	6	Watchmen	547 50
	1	do	156 00
	1	Fireman	547 50
	1	Porter	300 00
	8	Porters	480 00
	1	Messenger	300 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New York—Continued....	3	Messengers	$600 00
		Naval office.	
	1	Naval officer	5,000 00
	3	Deputy naval officers	2,000 00
	1	Clerk	1,500 00
	7	...do	1,400 00
	3	...do	1,200 00
	5	...do	1,050 00
	25	...do	1,000 00
	4	...do	900 00
	3	...do	800 00
	3	...do	400 00
	1	Porter	500 00
		Surveyor's office.	
	1	Surveyor	4,900 00
	2	Deputy surveyors	2,000 00
	1	Clerk	1,200 00
	3	...do	1,100 00
	1	...do	1,000 00
	1	...do	700 00
	1	Porter and messenger	600 00
		Appraisements.	
	1	General appraiser	2,500 00
	3	Appraisers	2,500 00
	5	Assistant appraisers	2,000 00
	1	Clerk	1,500 00
	6	...do	1,300 00
	11	...do	1,200 00
	1	...do	1,150 00
	9	...do	1,000 00
	2	...do	800 00
	2	Samplers	800 00
	1	Storekeeper	1,200 00
	1	Storekeeper's clerk	1,200 00
	4	...do	1,000 00
	1	...do	900 00
	4	...do	800 00
	1	Special examiner of drugs	2,000 00
	7	Laborers	780 00
	2	....do	702 00
	97	....do	650 00
	2	....do	624 00
	6	....do	546 00
	3	....do	520 00
		Public warehouses.	
	1	Deputy collector and storekeeper	2,500 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
New York—Continued....	1	Auditor	$2,400 00
	1	Warehouse superintendent	1,800 00
	1	Warehouse register	1,500 00
	1	Clerk	1,500 00
	1	Assistant storekeeper	1,400 00
	2	....do	1,200 00
	1	Clerk	1,400 00
	4	...do	1,200 00
	89	...do	1,000 00
	1	...do	900 00
	1	...do	800 00
	3	...do	600 00
	2	...do	500 00
	1	Captain of the watch	800 00
	3	Lieutenants of the watch	650 00
	40	Watchmen	547 00
	10	Laborers	780 00
	4	....do	750 00
	51	....do	650 00
	1	....	900 00
	19	Weighers	1,485 00
	18	Assistants	600 00
	8	Gaugers	1,485 00
	8	Assistants	600 00
	17	Measurers	1,485 00
	2	Assistants to markers	600 00
	193	Inspectors	1,095 00
	75	Night inspectors	547 50
	4	Measurers of passenger vessels	1,095 00
	2	Measurers of wood and marble	1,000 00
	11	Debenture clerks	1,000 00
	18	Bargemen	600 00
	1	Deputy collector and inspector at Albany	1,095 00
	2	Inspectors at Albany	1,095 00
	1	Surveyor at Albany	150 00
	1	Deputy collector and inspector at Troy	1,095 00
	1	Surveyor at Troy	250 00
	4	Temporary aids of the revenue	182 50
Champlain	1	Collector	1,050 71
	2	Deputy collectors and inspectors	750 00
	1	....do....do	600 00
	1	....do....do	550 00
	2	....do....do	500 00
	6	....do....do	400 00
	1	Deputy collector and clerk	600 00
	3	Deputy collectors and aids	600 00
	5	....do....do	400 00
	1	Deputy collector and clerk	600 00
	1	Boatman	240 00
	1	....do	180 00
	1	....do	120 00
Cape Vincent	1	Collector	1,014 00
	3	Deputy collectors and inspectors	730 00
	2	Deputy collectors	547 50

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Cape Vincent—Continued.	2	Deputy collectors	$365 00
	2	....do	240 00
	3	Aids to the revenue	547 50
	1	Temporary inspector	547 50
	1	Boatman	300 00
Dunkirk	1	Collector and inspector	219 44
	1	Deputy collector and inspecter	84 06
	1	....do....do	79 86
	1	....do....do	76 47
Perth Amboy, N. J.	1	Collector	1,211 29
	1	Deputy collector and inspector	600 00
	1	Surveyor	150 00
	2	Inspectors	600 00
	1	....do	549 00
	1	....do	495 00
	1	....do	400 00
Bridgetown	1	Collector	480 67
Burlington	1	....do	244 19
	1	Deputy collector	25 00
Great Egg Harbor	1	Collector	458 00
	1	Inspector	365 00
	1	Occasional inspector	16 00
Little Egg Harbor	1	Collector	261 22
	1	Inspector	240 00
	1	....do	189 00
	1	....do	42 00
	2	....do	30 00
Newark	1	Collector	900 89
	1	Deputy collector and inspector	730 00
	1	Temporary inspector	506 00
Camden	1	Surveyor	475 04
Philadelphia, Penn.	1	Collector	6,084 36
	2	Deputy collectors	2,500 00
	1	Cashier	1,600 00
	1	Clerk	1,300 00
	4	....do	1,200 00
	3	....do	1,100 00
	1	....do	1,016 76
	11	....do	1,000 00
	1	Keeper of the custom-house	800 00
	1	Messenger	600 00
	2	Watchmen	547 50
	1	Laborer	547 50
		Naval office.	
	1	Naval officer	5,000 00
	1	Deputy naval officer	2,000 00
	1	Clerk	1,200 90
	6	...do	1,000 00
	1	Messenger	600 00
		Surveyor's office.	
	1	Surveyor	4,500 00
	1	Deputy surveyor	2,000 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Philadelphia—Continued..	1	Clerk	$1,200 00
	2	Clerks	1,100 00
	1	Messenger	600 00
		Appraisements.	
	1	General appraiser	2,500 00
	1	Messenger to ditto	547 50
	2	Appraisers	2,500 00
	2	Assistant appraisers	2,000 00
	4	Examiners	1,095 00
	4	Clerks	1,000 00
	1	Sampler	730 00
	3	Packers	730 00
	1	Messenger	600 00
	1	Special examiner of drugs	1,000 00
		Appraisers' stores.	
	1	Assistant storekeeper	582 50
	1	Clerk	900 00
	1	Warehouseman	584 50
	2	Watchmen	547 50
		Public warehouses.	
	1	Superintendent public stores	1,500 00
	1	Clerk to ditto	1,000 00
	1	Assistant storekeeper	900 00
	2	Clerks	900 00
	1	...do	675 00
	1	...do	390 16
	5	Warehousemen	638 75
	1	.....do	584 50
	1	.....do	556 50
	1	.....do	532 00
	1	.....do	253 75
	1	Watchman	547 50
	1	.....do	312 00
		Office of inspection.	
	1	Weigher	1,485 00
	3	Assistant weighers	1,200 00
	1	.....do	900 00
	1	Foreman to ditto	730 00
	5	Laborers to ditto	540 00
	2	Gaugers	1,255 28
	1	Measurer	1,485 00
	1	Assistant measurer	1,485 00
	1	.....do	1,200 00
	37	Inspectors	1,095 00
	1	....do	1,086 00
	1	....do	1,053 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Philadelphia—Continued..	1	Inspector	$798 00
	6	....do	624 00
	1	Captain of night watch	730 18
	1	Lieutenant of night watch	650 00
	25	Night inspectors	547 50
	1	.....do	388 50
	6	Revenue agents	912 50
	1	.....do	897 50
	1	.....do	440 00
	10	Temporary agents	175 00
	3	Bargemen	547 50
	1	....do	483 00
	1	Night boatman	547 50
	1	Revenue agent at Lazaretto	684 00
	1	Revenue agent at Chester	547 50
	1	Revenue agent at Marcus Hook	547 50
	1	Revenue agent at Bristol	547 50
Presque Isle	1	Collector	390 66
	1	Deputy collector and inspector	730 00
Pittsburg	1	Surveyor	2,174 38
	1	Clerk	300 00
Delaware	1	Collector.	1,094 34
	3	Inspectors	1,095 00
	1	....do	800 00
	1	....do	500 00
	2	Appraisers	17 50
	2	Messengers	365 00
Baltimore, Md	1	Collector.	6,000 00
	1	Deputy collector.	2,500 00
	4	Clerks	1,500 00
	3	....do	1,100 00
	2	....do	1,000 00
	3	....do	900 00
	1	....do	850 00
	4	Messengers.	600 00
	1	....do	547 50
	1	Naval officer	5,000 00
	1	Deputy naval officer	2,000 00
	1	Clerk	1,200 00
	1	Messenger	600 00
	1	Surveyor	4,500 00
	1	Clerk	1,000 00
	27	Inspectors	1,095 00
	2	Captains of watch	730 00
	2	Watchmen at vault	730 00
	26	Watchmen	547 50
	1	Storekeeper	1,150 00
	1	....do	1,095 00
	1	Assistant storekeeper	626 00
	2	Clerks	1,000 00
	4	Porters	547 50
	1	Weigher	1,500 00
	2	Deputy weighers	720 00
	1	Measurer	1,500 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Baltimore—Continued....	1	Deputy measurer	$1,000 00
	1	....do.....do	626 00
	1	Gauger	1,500 00
	1	Appraiser general	2,500 00
	2	Appraisers	2,500 00
	1	Clerk	1,400 00
	2	....do	1,000 00
	1	Porter	547 50
	6	Boatmen	550 00
	1	Keeper of Lazaretto	150 00
Annapolis	1	Collector	283 40
	1	Surveyor	250 00
	1	....do	200 00
	1	....do	150 00
Oxford	1	Collector	474 64
Vienna	1	....do	822 49
	1	Deputy collector	365 00
Town Creek	1	Surveyor	176 00
Havre De Grace	1	....do	195 00
Georgetown, D. C	1	Collector	1,257 16
	1	Deputy collector and inspector	800 00
	1	.....do.....do	821 00
	1	Temporary inspector	200 00
	1	Clerk	500 00
	1	Weigher and gauger	207 51
Richmond, Va	1	Collector	2,887 42
	4	Deputy collectors, inspectors, weighers, measurers, &c	1,095 00
	1	Gauger	92 40
Norfolk and Portsmouth...	1	Collector	3,000 00
	1	Deputy collector and inspector	1,095 00
	1	Clerk	500 00
	1	Naval officer	1,112 15
	1	Deputy naval officer	730 00
	3	Inspectors	1,095 00
	1	Surveyor	594 60
	3	....do	250 00
	1	Weigher and gauger	1,500 00
	1	Measurer	701 37
	1	Watchman	547 50
	1	Boatman	360 00
	2	....do	192 00
	3	Aids to the revenue	63 42
Tappahannock	1	Collector	429 47
	1	Deputy collector	300 00
	1	Surveyor	316 03
	1	....do	297 00
	1	....do	185 00
	1	....do	281 00
	1	....do	159 55
Cherrystone	1	Collector	335 70
	1	Surveyor	464 50
Yorktown	1	Collector	217 98
	1	Surveyor	200 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Petersburg	1	Collector	$955 96
	1	Surveyor	500 00
	2	Inspectors	1,095 00
	1	Temporary inspector	28 00
	1	Weigher, gauger, and measurer	1,500 00
	1	Deputy collector	730 00
Wheeling	1	Surveyor	1,071 19
Yeocomico	1	....do	225 00
Alexandria	1	Collector	513 00
	1	Deputy collector	1,095 00
	2	Inspectors	1,095 00
	1	Surveyor	300 00
	1	Weigher and measurer	1,500 00
Camden, N. C.	1	Collector	771 26
	1	Temporary inspector	171 07
	1	....do.....do	129 75
Edenton	1	Collector	349 91
	1	Temporary inspector	68 18
Plymouth	1	Collector	521 93
	1	Surveyor	150 00
	1	Inspector, gauger, measurer, &c	46 44
Washington	1	Collector	488 75
	1	Temporary inspector, weigher, &c	130 98
Newbern	1	Collector	368 88
	1	Inspector, weigher, gauger, &c	888 95
Ocracoke	1	Collector	1,059 30
	1	Deputy collector and inspector	360 00
	1	Temporary inspector	134 00
	2	Boatmen	240 00
	1	....do	180 00
Beaufort	1	Collector	323 60
	1	Inspector, weigher, measurer, &c	141 00
Wilmington	1	Collector	1,831 12
	1	Naval officer	678 34
	1	Surveyor	634 47
	1	....do	250 00
	1	Inspector	662 49
	1	Weigher and gauger	1,185 00
	3	Temporary inspectors	313 00
	1	Boarding officer	480 00
	4	Boatmen	240 00
Charleston, S. C.	1	Collector	6,000 00
	1	Deputy collector	1,500 00
	1	Naval officer	2,900 00
	1	Assistant naval officer	1,000 00
	1	Surveyor	2,400 00
	1	Clerk	1,400 00
	1	..do	1,300 00
	1	..do	900 00
	1	..do	500 00
	1	Weigher	1,500 00
	1	Gauger	1,070 20
	1	Measurer	1,500 00
	2	Appraisers	1,500 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Charleston—Continued....	28	Inspectors	$1,095 00
	6	Boatmen	540 00
	1	Messenger and porter	520 00
Georgetown, S. C.....	1	Collector	593 59
	1	Deputy collector	125 00
Beaufort, S. C.....	1	Collector	292 54
Savannah, Ga.....	1	Collector	2,459 95
	1	Deputy collector	1,500 00
	1	Naval officer	923 91
	1	Surveyor	741 09
	2	Appraisers	1,500 00
	1	Weigher and gauger	1,500 00
	1	Storekeeper	800 00
	1	Clerk	1,100 00
	1	..do	800 00
	10	Inspectors	1,095 00
	1	Porter	600 00
	1	..do	360 00
	4	Boatmen	360 00
	2	Inspectors	250 00
Brunswick	1	Collector	472 88
	1	Inspector	248 00
	3	Light-house keepers	400 00
St. Mary's	1	Collector	695 00
	1	Inspector	200 00
	1	Boatman	11 00
Mobile, Ala.....	1	Collector	6,000 00
	2	Inspectors and clerks	1,500 00
	16	Inspectors	1,095 00
	1	....do	1,005 00
	2	Weighers and measurers	1,500 00
	1	Aid of the revenue	939 00
Tuscumbia	1	Surveyor	467 57
Pearl River, Miss.....	1	Collector	250 00
	1	Deputy Collector	250 00
Natchez	1	Collector	553 17
Vicksburg.....	1	....do	500 00
Pensacola, Fla.....	1	Collector	1,162 37
	1	Inspector	1,095 00
	1	Surveyor	300 00
	2	Boatmen	300 00
St. Augustine	1	Collector	518 00
	1	Deputy collector and inspector	730 00
Key West.....	1	Collector	1,605 74
	1	Deputy collector and inspector	1,095 00
	1	Inspector	1,095 00
	1	....do	137 50
	1	....do	68 50
	1	Temporary inspector and night watch	126 00
St. Mark's.....	1	Collector	785 00
	2	Inspectors	1,095 00
	1	....do	500 00
	4	Boatmen	300 00
St. John's	1	Collector	1,200 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
St. John's—Continued....	3	Inspectors	$730 00
	1	Surveyor	300 00
	2	Boatmen	180 00
	2	....do	144 00
Apalachicola	1	Collector	1,152 16
	1	Inspector	1,095 00
	1	....do	819 00
	1	Light-house keeper	500 00
	1	.....do.....do	450 00
	1	Boatman	300 00
New Orleans, La	1	Collector	6,400 00
	2	Deputy collectors	2,500 00
	4	Clerks	1,800 00
	7	...do	1,400 00
	3	...do	1,500 00
	5	...do	1,100 00
	2	...do	1,000 00
	1	Porter	730 00
	76	Inspectors	1,095 00
	3	Aids of the revenue	730 00
	5	Supernumerary night inspectors	730 00
	4	Boatmen	730 00
	12	....do	360 00
	3	Gaugers	1,500 00
	21	Laborers	600 00
	6	....do	660 00
	1	Weigher	1,500 00
	1	Deputy weigher	1,200 00
	1	Measurer	1,500 00
	1	Deputy measurer	1,200 00
	1	Storekeeper	1,500 00
	1	Deputy storekeeper	1,095 00
	7	Warehouse clerks	1,200 00
	2	Watchmen	730 00
	1	Surveyor	4,900 00
	2	Deputy surveyors	2,000 00
	4	Boatmen and messengers	720 00
	2	Appraisers	2,500 00
	2	Assistant appraisers	2,000 00
	4	Examiners	1,400 00
	2	Clerks	1,095 00
	1	Messenger	900 00
	1	Special examiner of drugs	1,000 00
	1	Naval officer	5,000 00
	1	Deputy naval officer	2,000 00
	1	Book-keeper	1,400 00
	2	Clerks	1,200 00
	1	...do	900 00
Teche	1	Collector	1,055 88
	1	Deputy collector and inspector	441 00
Texas, Texas	1	Collector	1,750 00
	1	Deputy collector	1,000 00
	1	Clerk	1,000 00
	1	Inspector and weigher	1,200 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Texas—Continued	1	Inspector	$1,095 00
	2	Surveyors	1,000 00
	1	Inspector, (10 months)	909 00
Saluria	1	Collector	1,250 00
	2	Deputy collectors and inspectors	1,000 00
	1	do do	729 16
	1	Inspector	640 00
	2	Surveyors and inspectors	500 00
	2	do do	600 00
	1	Aid of the revenue	521 66
Brazos de Santiago	1	Collector	1,750 00
	2	Deputy collectors and inspectors	1,000 00
	12	do do	800 00
	16	Mounted inspectors	727 00
	1	Storekeeper	800 00
	3	Clerks	800 00
	1	Boatman	480 00
	1	Messenger	420 00
Paso del Norte	1	Collector	1,438 80
	1	Clerk and deputy collector	359 00
	1	Mounted inspector	428 00
	1	Deputy collector and inspector	188 35
	1	do do	191 67
	1	do do	185 86
	1	do do	167 52
Miami, Ohio	1	Collector	761 37
	1	Deputy collector and inspector	800 00
	1	do do	600 00
	1	do do	250 00
	1	do do	200 00
Sandusky	1	Collector	832 59
	1	Deputy collector	800 00
	1	Clerk	365 00
	3	Inspectors	200 00
	1	do	300 00
Cuyahoga	1	Collector	1,057 07
	1	Deputy collector	1,000 00
	1	Inspector	600 00
	1	do	662 21
	4	do	240 00
	1	Clerk	600 00
Cincinnati	1	Surveyor	3,000 00
	1	Clerk	1,200 00
	1	do	1,000 00
	1	do	600 00
Detroit, Michigan	1	Collector	1,618 42
	1	Deputy collector	1,000 00
	1	do	730 00
	1	do	480 00
	1	do	360 00
	4	Deputy collectors	240 00
	1	do	180 00
	1	do	120 00
	1	Inspector	1,095 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
Detroit—Continued	1	Inspector, weigher, and gauger	$1,095 00
	2	Inspectors	600 00
	2	do	480 00
	8	do	360 00
	5	do	240 00
	1	do	150 00
Michilimackinac	1	Collector	835 95
	1	Deputy collector and inspector	400 00
	3	do do	300 00
Chicago, Ill	1	Collector	1,250 00
	1	Deputy collector	1,000 00
	1	do	658 00
	1	do	360 00
	1	Inspector	600 00
	1	do	726 00
	1	do	566 00
	1	do	570 00
	1	do	548 00
Alton	1	Surveyor	2,400 00
	1	Watchman	180 00
Quincy	1	Surveyor	2,811 11
Cairo	1	do	800 00
Galena	1	do	452 50
Milwaukie	1	Collector	1,250 00
	1	Deputy collector	720 00
	1	Inspector	720 00
	4	Deputy inspectors	480 00
Oregon	1	Collector	3,000 00
	1	Deputy collector and inspector	1,000 00
	1	Surveyor	1,000 00
	2	do	250 00
Cape Perpetua	1	Surveyor	2,000 00
Puget's Sound	1	Collector	3,000 00
	2	Inspectors	1,095 00
San Francisco, Cal	1	Collector	10,400 00
	2	Deputy collectors	3,833 00
	1	Cashier	4,000 00
	2	Clerks	3,325 00
	2	do	3,600 00
	5	do	3,200 00
	1	do	3,183 00
	1	do	1,600 00
	10	do	2,949 19
	1	do	2,875 00
	4	do	1,500 00
	1	Temporary clerk	720 00
	4	Messengers and porters	1,560 00
	4	Watchmen	1,560 00
	1	Naval officer	8,000 00
	1	Deputy naval officer	1,021 52
	2	Clerks	3,600 00
	1	do	3,300 00
	3	do	3,000 00
	1	Messenger and porter	1,560 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
San Francisco—Continued.	1	Surveyor	$7,000 00
	1	Deputy and clerk	4,000 00
	2	Temporary clerks	975 00
	1	Messenger and porter	1,800 00
	1	Appraiser general	5,500 00
	2	Appraisers	6,000 00
	2	Assistant appraisers	3,500 00
	3	Examiners	3,000 00
	1	....do	750 00
	3	Clerks	2,160 00
	1	Watchman and superintendent	2,160 00
	1	Laborer and sampler	1,800 00
	1	Messenger	1,560 00
	6	Laborers	1,440 00
	1	Storekeeper	2,667 00
	3	Clerks	3,000 00
	1	...do	2,200 00
	2	Watchmen	1,560 00
	9	Temporary watchmen	410 26
	7	Laborers	1,254 84
	16	....do	687 50
	1	Weigher and measurer	3,600 00
	1	.....do.....do	3,000 00
	4	.....do.....do	1,375 00
	1	Gauger	3,600 00
	1	....do	3,000 00
	2	Temporary gaugers	250 00
	1	Measurer of vessels	1,944 00
	46	Inspectors	2,086 76
	22	.....do	2,024 86
	4	Boatmen	1,200 00
	4	Temporary boatmen	475 00
Sonoma	1	Collector	3,369 15
	1	Deputy collector	2,896 00
	1	Inspector	1,669 00
	1	.....do	246 00
	1	.....do	204 00
	1	Weigher and gauger	1,195 98
	2	Boatmen	277 33
	1	....do	361 33
	1	....do	44 00
	1	....do	40 00
San Joaquin	1	Collector	3,179 75
	1	Deputy collector	1,104 00
	3	Inspectors	1,290 00
	1	....do	1,074 00
Sacramento	1	Collector	3,000 00
San Diego	1	....do	3,000 00
	1	Deputy collector	2,000 00
	1	Surveyor and inspector	2,000 00
	1	Surveyor	2,000 00
	2	Boatmen	180 00
Monterey	1	Collector	3,075 90
	2	Inspectors	2,190 00

STATEMENT—Continued.

Districts.	No. of persons employed.	Occupation.	Compensation to each person.
San Pedro	1	Collector	$3,000 0
Minnesota, Min. Ter	1	....do	1,200 0
Minnesota	1	Deputy collector	800 0
Louisville, Ky.	1	Surveyor	2,228 4
	1	Keeper of warehouse	30 0
Paducah	1	Surveyor	147 7
Nashville, Tenn	1	Surveyor and inspector	1,627 3
Memphis	1	....do....do	537 1
	1	Deputy surveyor and inspector	537 1
Knoxville	1	Surveyor	350 0
St. Louis, Mo	1	Collector	3,000 0
	1	Clerk	1,375 0
	1	...do	1,018 0
	1	Aid to revenue	814 0
	1	.....do	730 0
Evansville, Indiana	1	Surveyor	350 0
New Albany	1	....do	623 2
Jeffersonville	1	....do ...(from March 22 to June 30)	97 2
Burlington, Iowa	1	Surveyor	390 0
Dubuque	1	....do	350 0
Keokuk	1	....do	350 0

TREASURY DEPARTMENT,
Register's Office, November 24, 1855.

F. BIGGER, *Register.*

No. 49.

TREASURY DEPARTMENT,
April 28, 1855.

SIR: In order that you shall be fully possessed of my views of the subject to which you called my attention, and that of the Secretary of War, on yesterday, the following is submitted:

It being the constitutional duty of the President of the United States to see the laws executed, in order to enable and facilitate the discharge of that duty, Congress has established six executive departments, to wit: the State, Treasury, War, Navy, Post Office, and Interior, and authorized the President to appoint, by and with the advice of the Senate, a Secretary, as the head of five of them, and a Postmaster General at the head of the other; and has also authorized the appointment of a law officer, called the Attorney General, at the head of a seventh department. The seven constitute what is termed the Cabinet, and to each is confided certain duties in connexion with the execution of the laws, and the duties of no one of them conflict with those of another, but all being subsidiary to that of the President. To the Secretary of the Treasury is confided the payment of all the appropriations of public money, the settlement of all accounts with collectors of customs, receivers of the sales of public lands, disbursing and other agents of all the departments, and the collection of all debts of the United States, and the enforcement of the revenue laws, &c. The business of the Treasury Department has, from time to time, been separated and confided to certain particular designated officials, but subsidiary to the Secretary.

In the beginning, when the revenue and business was small, there was one Register, one Auditor, one Comptroller, and one Treasurer, and a few clerks in each of these, and in the office of the Secretary; but as the revenue and business of the department increased, the number of clerks was increased, and further distribution of the duties took place under designated officers, until there are now in the Treasury thirteen separate branches, besides what was taken away, and placed in that of the Department of the Interior.

Among these Auditors was one designated as Agent of the Treasury, and to him was confided the management of suits and the collection of debts. Subsequently that agency was dispensed with, and the office of Solicitor of the Treasury established, and he was allowed certain clerks, and vested from time to time with certain powers, but all believed to be subsidiary to that of the Secretary.

The suits necessary to be instituted to collect debts due to the United States, and enforce the revenue laws, and the defence of suits instituted against revenue officers, for acts done in the discharge of their official duties, and suits touching the title to custom-houses, hospitals, and light-houses, or injuries to the same, were then under the direction and control of the Secretary of the Treasury, and should remain as they now are, in order to give efficiency to the discharge of his duties; whilst suits involving the title of the public lands, or injury

to the same, and suits against the officials of the department for official acts, should be under the control of the Secretary of the Interior, and the same should be the case with the War and Navy Departments, and also that of the Secretary of State when the cases arise in matters specially with his department.

The law makes it the duty of the district attorneys in the respective districts to attend to all cases in which the United States is concerned, and of the Attorney General to attend to them when in the Supreme Court. Their compensation, salaries, or fees, are fixed by law; and at first the Secretaries of each of the departments sent the suits they wished instituted to the attorneys of the respective districts, and looked to them to defend all suits in which the property of the department or the officials were involved. The Attorney General attended these cases when they were in the Supreme Court. The law has vested the Secretaries of each department with authority to employ counsel when, in their opinion, it is necessary and proper to do so, and gives them authority to agree upon the fee. I consider the head of each executive department, in the prosecution and defence of suits in which the interests of their respective departments are concerned, the representatives of the United States, the real client in the case; and that the head of neither department has any right to interfere with the prosecution or defence of suits thus belonging to another department. Thus Congress has considered the business confided to each department should be under the direction and control of the head of it; who is held responsible for the same, including the prosecution and defence of lawsuits.

In the Treasury Department there are five Auditors, who have authority to state and settle accounts. These accounts are revised by the Comptroller and Commissioner of Customs; but when so revised and controlled, the papers go back to and are filed with the records and papers of the Auditor's office where they were first stated, with exception of the First and Fifth Auditors, which go to the Register's office. The balances found due in each Auditor's office, on settlement, were collected by the agency of that office, and when it became necessary to institute suit, to inform the Comptroller. The statement of the account exhibiting the balance due the United States, properly certified, was sent to the district attorneys by the Comptroller, who corresponded with the attorney and attended to the suit as part of the business of his office, until the amount was collected or the debtor proved insolvent. When one of the Auditors was constituted agent of the treasury, the certified statement of balances due went to his office, and he sent them to the district attorneys, and did the correspondence; and when his agency was superseded by the Solicitor's office, the certified statements were sent to his office, and he did the correspondence with the district attorneys; and Congress has invested him with authority to make rules and regulations for the government of attorneys, marshals, and clerks, in relation to the management and reports of these suits, and all other suits in which the United States are concerned in their districts.

There is no act of Congress giving the Solicitor authority to employ additional counsel, nor to liquidate the fees of additional counsel.

The authority to employ and liquidate the fees being vested in each Secretary in relation to all suits involving the interest of his department, upon an investigation of the pending suits in the several districts in which the Treasury Department was concerned (shortly after the 4th of March, 1853,) it was ascertained additional counsel had been employed in several cases, and that it was done by order of the Solicitor of the Treasury. This led to an investigation of his authority to do so. It was found that no such authority was given to him. It was also ascertained, that in most of those cases there was no agreed fee stipulated for, but the service had been or was in the course of being rendered. It was determined to adjust these claims upon the principle of *quantum meruit*, rather than to reject them, and leave an open and unsettled claim against the government. The fees for these were settled, taking into consideration the magnitude of the cases, and character and amount of service, and the decision by the Secretary in liquidating the same was carried out by payments, and directions given that the Secretary of each department had the right to employ additional counsel in suits touching the business of his department, and to agree on and liquidate the amount the assistant counsel should receive.

The Solicitor was given to undersand that he had no authority to employ additional counsel, nor to liquidate the fees, but that the authority was in the Secretary of the department to which the suit belonged. The appropriations for the expenses of the courts of the United States, called the Judiciary fund, is applicable to the payment of the fees of assistant counsel, and is within the control of the Secretary of the Interior; but the fees of assistant counsel are sometimes paid out of the contingent expenses of the department to which the suit belongs; and all fees to district attorneys, &c., or in suits to enforce collection of the customs, the enforcement of the revenue laws, are paid out of the appropriation to collect the revenue.

In my judgment, so far as the Treasury Department is concerned, that from the assignment of the agency for the collection of debts to one of the Auditors, followed by the establishment of the Solicitor's office, no increased efficiency in the prosecution and defence of suits has resulted, nor any better collection of debts.

If I had the organization to make anew, I would restore the practice that existed before the agency was confided to one of the Auditors, and would give the supervision to a clerk in my own office, who should keep a record of the suits pending, and those from time to time instituted, with an account of the judgments and collections made, and prepare all the correspondence for my signature.

In my judgement, the collection of debts, and the prosecution and defence of suits involving questions of principle and the infractions of the revenue laws, cannot, without injury, be transferred to another office where the Secretary can have no control.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

The PRESIDENT OF THE UNITED STATES.

To the ATTORNEY GENERAL:

For the convenience of the departments, and with a view to the systematic despatch of business, the following order in relation to suits at law will be observed:

In all cases of suits at law, arising in any of the departments, the head thereof may, in his discretion, conduct the same, with the aid of the Solicitor of the Treasury, or refer it to the Attorney General, and the Solicitor of the Treasury will conduct the cases so referred, under the supervision of the Attorney General; and all questions of fees and costs, arising in any case, shall be determined by the head of the department by which the same is conducted.

FRANKLIN PIERCE.

WASHINGTON, *July* 16, 1855.

No. 50.

REPORT ON THE CONDITION OF THE VAULTS IN THE TREASURY DEPOSITORIES.

At Boston, the vault requires no improvement. If any additional defences are needed there, they are iron shutters to the windows, and iron casings to some of the doors.

At New York, there ought to be such a vault as there is at Boston; but such a one cannot be conveniently constructed till the time comes for re-building the Assistant Treasurer's office.

At Philadelphia, measures have, I presume, been taken, in re-building the mint, to provide a suitable vault for the Treasury Depository.

At Baltimore, the vault is a small one, and cannot be conveniently enlarged; but the inner door, which is a very slight one, ought to be re-placed by a stronger one, with suitable fastenings.

At Washington city, the necessary changes are being made in the Treasurer's office.

At Norfolk, the depository has only iron safes; (one of them, I believe, burglar-proof.) A sufficient vault ought to be constructed in the new custom-house.

At Wilmington, North Carolina, some improvements have been made in the vault. I have not seen them; but I presume they are all that are necessary.

At Charleston, South Carolina, a suitable vault ought to be erected in the new custom-house.

At Savannah, there is in the new custom-house a vault, which is not of the best construction, but which cannot easily be improved. It must do as it is.

The depositary at Tallahassee has been supplied with a burglar-proof safe. He does not esteem a vault necessary.

At New Orleans, the Assistant Treasurer has a capacious, and, in most respects, a strong vault; but an opening over the door, said to be necessary for the purpose of ventilation, could easily be enlarged, so that a man could pass through it. I think the ventilation might be effected by a number of small iron pipes, imbedded in masonry.

At Mobile, a sufficient vault should be erected in the custom-house.

At Little Rock, we have the use of a good vault, (formerly owned by a bank,) and a burglar-proof safe. Nothing additional is there required for the present.

At St. Louis, measures have been taken to erect a large vault in the custom-house.

There should be a sufficient vault in the custom-house at Cincinnati; *idem*, in the custom-house at Buffalo; *idem*, at Richmond; *idem*, in the custom-house at Detroit; *idem*, at Chicago.

At Pittsburg, the vault is not of the best construction; but will, it is presumed, with the burglar-proof safe, afford protection to such sums as will be placed there.

Every new custom-house ought to have in it a strong and sufficiently capacious money vault. A money vault is the very nucleus

of a custom-house. We know not how many of these custom-houses it may be necessary, in the course of time, to convert into treasury depositories. At the present moment, the number of places of deposite for disbursing officers ought to be doubled.

The public good requires that there should be a treasury depository high up the Missouri, in the Kansas Territory, or its neighborhood; and another high up the Missouri, in the Minnesota Territory. But the Treasury Department cannot, with safety, direct them to be established till Congress shall make an appropriation to erect small, plain, strong buildings there, with secure vaults.

Granite doors may have some advantages in them, in some positions; but, as granite "falls asunder at the touch of fire," I should, as a general rule, prefer doors of iron and steel, such as the banks use.

Excepting at Boston, the most secure depositories we have are at Mobile, Little Rock, Detroit, and Cincinnati, where we have, for the present, the use of old bank vaults.

WM. M. GOUGE.

WASHINGTON CITY, *November* 7, 1855.

REPORT ON CONSTITUTIONAL TREASURY SYSTEM.

WASHINGTON CITY, D. C., *November* 21, 1855.

SIR: In compliance with the instructions given in your letter of May 26, 1854, and renewed under date of March —, 1855, I have, within the last eight months, visited and examined all the treasury depositories, except those at Nashville, Washington city, and San Francisco. From each depository that I visited I addressed to you a letter, describing exactly its condition. But your instructions require from me, in addition, a general report at the conclusion of my tour of duty, which I now proceed to give.

You directed me to inquire—

"1st. *Whether the safeguards against fire, thieves and burglars, are sufficient in the several depositories.*"

The depository at Boston, Massachusetts, is the only one which can be regarded as in all respects what a depository ought to be, when it is intended to keep in it millions of the public money. The other depositories may, in general terms, be described as such as will do for the present. In the course of the year, burglar-proof safes have been introduced into several of them, and others of them have been strengthened in various ways. But the appropriation made by Congress was intended simply to cover current expenses, and not to provide permanent defences for the public money. The special appropriations that have been made for strengthening the safety room in the Treasury Department at Washington city, and for improving the mint at Philadelphia, will effect what is desired at these two points. But many of the other depositories require additional safeguards against fire, thieves and burglars.

If banks, which are chartered for a term of years only, deem it proper to erect strong vaults, surely government ought to do as much for

the security of the public moneys, under a system which is intended to be permanent. We have, at times, in our twenty-three treasury depositories, half as much gold and silver as there are in our thirteen hundred banks; yet, in some of the depositories the safeguards provided for large sums of public money are inferior to those provided by the banks for relatively small amounts of specie.

It is, indeed, averred by some, whose position entitles their opinions to attention, that vaults are not necessary for the safety of the public moneys, and that all that are requisite are burglar-proof safes, guarded by watchmen. But watchmen may relax their vigilance, or be corrupted; and under a system like this, large sums of public money would be kept under a single lock and key. No bank of any respectability, that I ever heard of, trusts its funds in a burglar-proof safe, guarded by a watchman. In a question like this, the experience of those who have long had the custody of large amounts of money is not to be disregarded. In a good treasury system, it is necessary to guard against foes within as well as foes without. Nearly all the great robberies of banks that are on record, have been committed by the watchmen or other employés of the banks.

It is true, indeed, that no vault which can be constructed by men, can be made so secure as not to be entered by other men, provided full time be allowed them for their burglarious attempts. But, by suitable combinations of brick, stone and iron, money vaults may be made so strong as to defy all attacks on them in the time in which burglars usually have to operate. Watchmen cannot be dispensed with; but public money vaults should be, in all respects, so secure as to leave no hope to the watchmen themselves to break in, even if they should combine with burglars from without.

Each money vault should have at least two strong doors, fastened by bolts, bars, and clinches, upwards, downwards, and sideways. Each door should have at least one lock of the best construction, and the keys to the locks of the different doors should be kept by different persons. If these precautions had been observed at Pittsburg, the robbery of ten thousand dollars there (the only robbery that has been committed under the system) would have been prevented.

As auxiliary safeguards, burglar-proof safes are excellent; but good, capacious, and substantial vaults cannot be dispensed with.

We have, and have had, altogether, some two thousand banks. The robberies of their vaults that have been committed, (excepting by their own officers) have been comparatively few. No instance, it is believed, can be adduced of a bank vault being robbed by burglars, when the vault was of proper construction and properly guarded.

"2d. *Whether the books, accounts, and returns, are kept in that accurate and uniform manner which the law prescribes.*"

In one depository only did I find any inaccuracies in the accounts, and these were such as could be easily corrected.

"3d. *Whether the examinations which the 12th section of the law requires are regularly made, and in such a manner as to fulfil the intentions of the law.*"

At Washington city, Pittsburg, Buffalo, Cincinnati, Nashville, Richmond, and Mobile, there are no officers resident required by law

to make periodical examinations of the depositories. At the other depositories (one or two excepted) this duty has been regularly attended to. Special letters have been addressed to those officers who have neglected to make the periodical examinations, and it is hoped they will neglect this duty no longer.

All the depositories are subject to examination by special agents appointed by the Treasury Department, and all have in this way been examined this year, except that at Washington. It would be inconvenient to examine that at this moment, owing to the changes the workmen are making in the building.

"4th. *Whether the amount of money in each depository corresponds with the amount which the books and returns call for.*"

In each depository I found the amount of money which the books and returns call for, excepting that of Pittsburg. In that there is a deficiency of about ten thousand dollars, caused by the robbery last year, of which a particular account was given in a former report. No new light has lately been thrown on that robbery, and the perpetrators have thus far escaped detection.

"5th. *Whether anything further can be done to promote the convenience of those officers whose duty it is to receive, keep, pay, and transfer the public moneys, and also the convenience of those to whom payments are made.*"

In several of the depositories the conveniences for doing business have, during the year, been greatly increased. Something more remains to be done, in this way, at several of the depositories; but a very moderate appropriation for this object will cover all the expense.

"6th. *Whether anything more can be done to facilitate the transfer of the public funds from place to place, and to lessen the expense thereof.*"

The system of transfer drafts, described in my former report, continues to work well; but it cannot be applied in the whole extent that is desired, owing to gold and silver being, in some parts of the country, almost entirely superseded, as a currency, by bank paper. In those parts of the country, specie payments have not been formally *suspended*, but they are *systematically evaded* by each bank circulating its own notes at such a distance from the place of issue that they cannot be presented promptly for payment, and by circulating in its own neighborhood the notes of some distant banks or branch. The merchants having deposites might demand specie for them; but then they could expect no further "accommodations" from the banks. Rather than be exposed to this inconvenience, they purchase exchange at a premium, as measured in the depreciated currency of their neighborhood, instead of paying gold and silver for treasury drafts at par.

"7th. *What disbursing officers keep deposites in the depositories, and what the balance to their credit; and, on the other hand, if any disbursing officers neglect to deposite, how they otherwise keep the money in their hands.*"

In my letters from the different depositories, I gave the names of the different disbursing officers that keep deposites therein, and the amount to the credit of each. Generally speaking, the disbursing officers now keep their funds in the treasury depositories, when they can conveniently do so. But there are exceptions to this; and what

is strange, (if newspaper reports are to be believed,) several of these exceptions have occurred in Washington city. None of these officers were under the control of the Treasury Department.

Many of the pension agents conscientiously obey the law; but others conduct their business in such a way that it is impossible to say whether they obey the law or not; while some, as there is the best reason for believing, directly violate some of the most important provisions of the law, by depositing their funds in banks, and paying the pensioners with bank notes, instead of gold and silver.

This is the more remarkable, as the Secretary of the Interior, who has the supervision of the pension agents, some time since issued a circular, in which he explicitly forbid such doings.

"An arrangement," he said, "having been made by the Treasury Department, under which the Assistant Treasurers of the United States at the various leading commercial points throughout the country become depositaries of the public funds, the disbursing agents connected with this department are hereby instructed to avail themselves of the facilities thus afforded, as far as practicable, by depositing with the officers such funds as are not wanted for immediate use, and drawing the same from time to time as they may be required.

"This arrangement has been made for the accommodation and security of disbursing officers, in view of the heavy responsibility resting upon them under the provisions contained in the 16th section of the act of August 6, 1844, as found on page 93, Statutes at Large, volume 9, to which, in all its details, attention is specially directed; and it is therefore expected that the instructions above given will be strictly complied with, and that hereafter no disbursing agent of this department will draw any draft or check upon any other person other than the officer with whom his funds are directed to be kept."

If examples should be made of a few of the disbursing officers who violate instructions as explicit as these, the effect might be salutary. If each subordinate officer is to obey the laws so far only as to himself seems convenient, we shall have anarchy instead of regular government.

In order that the system may answer all the objects intended, it will be necessary to multiply the places of deposite for disbursing officers. This can readily be done, if suitable vaults be constructed in the new custom-houses which Congress has ordered to be built.

"8th. *Whether the different requirements of the law, and the treasury regulations made in pursuance of the law, are strictly attended to, including that provision which requires public officers to credit the United States with any premium received on drafts.*"

The different requirements of the law, and the treasury regulations, are, with the exceptions already noted, well observed in the different depositories.

In every instance in which a treasury draft had been sold by a treasury depositary for a premium, I found the premium duly credited to the United States. But it is alleged that some disbursing officers, in remote parts of the country, sell their own checks on the depositories at a premium, and put the premium into their own pockets.

In my report to you of last year, I gave a brief history of operations

under the constitutional treasury system, showing that, in periods embracing in all nine years, it had worked well, and under the different circumstances of peace and war, of surplus revenue and deficient revenue, of negotiation of loans and of payment of loans.

I also pointed out some of the advantages of this system:

1. In creating a new demand for specie, and thus increasing the stock of it in the country.

2. In checking the banks in their expansions of paper currency, and thus diminishing the force of their subsequent contractions.

3. In avoiding those derangements of banking and commercial operations which are sure to follow the negotiation by government of large loans in bank paper, and the use of banks as agents in redeeming public loans.

4. In preventing those losses to government which are the necessary consequences of suffering public officers to apply them to their private uses.

5. In giving the government, at all times, the control of its own funds, so that it can apply them to the public service just when and where it chooses—a control it could not have if it should deposite the public money in the banks, and the banks should lend it to their customers.

The experience of another year has served only to strengthen conviction of the excellence of the system, and of its adaptation to the fiscal wants of the United States.

If the public funds had been deposited with the private bankers of California, (a system which some have regarded with favor,) large amounts would have been lost to the government.

If bank paper had been received in payment for the public lands, and in payment for public dues generally, the notes of many banks in Illinois, Indiana, and other parts of the country, would have become "unavailable funds" in the treasury.

If the public officers had been permitted, as they were formerly, freely to apply the public funds to their private uses, they would have lost immense sums by speculations in stocks and in wild lands, the greater part of which losses would have fallen ultimately on government.

All these evils have been avoided during the past year by a strict adherence to the principles of the constitutional treasury system.

Of itself, it cannot, indeed, do all that is desirable; for, so long as small notes are issued, so long will gold and silver be hoarded or exported. But, as it is all that now stands between us and paper money inflations similar to those of 1817–'18 and 1835–'36, to be followed by revulsions similar to those of 1819–'21 and 1837–'43, it is a system which ought to be strengthened and extended so that it may be faithfully carried out in all its provisions.

I remain, very respectfully, your obedient servant,

WM. M. GOUGE.

Hon. JAMES GUTHRIE,
Secretary of the Treasury, Washington City, D. C.

No. 51.

STATEMENT

SHOWING

THE NUMBER OF DISBURSING OFFICERS

HAVING

PUBLIC MONEY TO THEIR CREDIT WITH THE PUBLIC DEPOSITARIES, &c.

No. 51.—*Statement showing the number of disbursing officers having and the amounts so held by each depositary, accord-*

Date of report.	Boston.		New York.		Philadelphia.		Baltimore.		Washington.		Charleston.	
	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.
1854.												
Nov. 25	13	$220,449 40	55	$659,033 91	11	$129,403 55	15	$52,961 41	46	$362,410 98	...	.....
30	13	221,225 81	55	640,233 07	11	91,234 20	13	47,717 87	46	301,968 64	10	$47,734 46
Dec. 9	14	188,700 78	54	613,677 77	11	132,693 36	14	29,850 33	48	345,798 42	...	.....
16	14	232,323 32	56	606,212 72	11	124,538 59	14	59,898 21	47	298,708 20	...	.....
23	14	206,404 07	58	674,157 75	11	132,775 81	14	62,559 28	49	365,412 87	...	.....
30	13	194,195 07	61	778,124 06	11	104,201 98	15	56,660 54	49	526,125 11	...	.....
1855.												
Jan. 6	12	152,720 33	64	752,795 39	12	95,893 02	15	39,846 21	50	433,921 23	11	32,571 34
13	11	147,734 21	63	691,218 62	12	79,138 51	14	62,321 02	49	408,019 97	12	35,118 68
20	11	144,655 60	..	.....	12	126,820 52	14	70,539 87	48	440,882 24	12	96,433 58
27	12	181,112 74	64	869,781 56	13	126,184 30	14	55,567 67	...	.....	...	.....
31	12	150,076 72	64	893,427 04	13	106,641 20	14	28,575 51	50	435,464 21	11	46,494 99
Feb. 10	12	156,369 51	66	1,001,426 52	13	107,931 81	14	52,335 72	50	404,476 16	...	.....
17	12	123,082 94	67	958,306 59	13	100,112 96	14	26,219 29	50	479,017 93	11	36,809 51
24	12	184,718 34	67	913,244 43	11	107,719 62	14	38,290 96	50	342,039 60	...	.....
28	12	191,547 28	69	1,057,638 07	12	89,191 91	14	31,622 98	49	320,095 46	13	54,605 50
Mar. 10	13	168,747 80	70	896,577 83	12	110,588 06	14	22,888 53	50	244,671 25	13	24,569 17
17	13	222,825 04	71	1,054,364 15	13	219,636 68	13	89,225 87	49	354,946 37	13	94,228 54
24	13	230,197 87	74	1,106,128 43	12	199,101 78	13	86,373 73	50	373,803 37	13	29,065 13
31	13	183,863 96	75	1,156,593 58	13	184,624 86	13	79,317 22	49	349,366 26	13	41,231 30
April 7	13	147,019 18	75	1,094,922 07	13	174,734 56	12	52,597 37	52	312,491 72	12	24,273 84
14	13	149,345 92	77	1,034,770 51	13	140,879 14	12	45,577 90	52	324,707 38	12	21,564 12
21	13	176,414 47	80	1,316,112 76	13	192,950 75	13	51,166 51	52	343,112 35	12	39,131 12
28	12	238,247 53	81	1,505,758 74	13	201,246 71	12	53,719 46	53	368,198 02	14	74,483 04
May 5	13	221,966 94	82	1,115,622 11	13	206,836 40	12	45,470 19	54	337,622 59	14	43,548 65
12	13	210,731 03	81	1,091,933 56	13	294,187 94	10	52,160 24	52	344,095 81	15	48,924 18
19	13	206,955 28	79	1,161,804 88	13	318,740 19	11	51,522 63	50	365,250 41	16	53,377 66
26	12	222,797 94	85	1,273,676 87	13	291,325 89	11	73,293 09	50	362,255 69	...	.....
31	12	200,213 20	83	1,105,195 46	13	217,393 77	12	58,152 48	50	300,152 70	16	49,473 82
June 9	13	188,694 43	83	1,212,623 63	12	153,653 03	11	39,793 61	47	270,642 94	16	40,045 97
16	11	195,133 93	83	1,058,726 00	12	219,083 63	12	46,902 32	47	315,678 89	17	59,855 89
23	13	270,044 16	88	1,319,037 13	12	242,793 77	12	42,860 27	50	378,026 52	17	59,478 46
30	12	240,722 97	85	1,195,898 92	12	180,548 95	12	46,864 23	49	373,210 71	17	58,788 62
July 7	11	218,034 84	85	1,067,696 93	11	133,232 11	13	37,930 53	51	336,590 77	14	36,371 25
14	13	318,431 15	90	1,656,219 73	11	129,990 58	13	62,008 12	49	333,513 13	17	71,356 39
21	13	303,537 27	90	1,491,114 83	11	79,739 50	14	68,794 48	49	463,990 26	15	72,254 96
28	13	311,021 73	92	1,336,190 27	11	175,563 07	14	51,162 43	50	479,316 86	11	38,686 97
Aug. 4	12	277,340 91	92	1,404,187 79	11	134,909 55	14	81,492 02	52	407,313 21	17	96,282 94
11	13	293,202 72	91	1,468,120 66	11	125,036 81	14	69,792 71	52	458,317 14	14	93,557 73
18	14	343,488 41	92	1,686,660 99	11	125,328 69	12	70,796 88	54	485,957 20	16	115,034 36
25	14	317,231 91	93	1,613,069 84	11	204,259 29	12	74,694 50	55	448,744 09	17	112,023 02
31	14	294,881 67	92	1,396,780 48	11	139,638 32	12	64,215 44	54	398,683 19	17	105,259 45
Sept. 8	12	251,557 56	93	1,393,251 43	11	226,025 15	11	62,809 15	55	380,454 13	...	.....
15	13	251,556 93	93	1,225,703 66	11	165,233 41	11	70,412 44	54	413,137 67	18	98,608 08
22	14	319,423 49	91	1,389,771 51	11	227,518 67	12	76,360 13	53	399,250 85	18	114,471 29
29	15	307,247 75	95	1,431,243 96	11	206,648 87	11	70,961 55	53	396,585 56	18	98,886 63
Oct. 6	15	268,317 96	98	1,495,512 68	11	263,428 59	11	104,400 61	52	359,232 67	18	66,541 05
13	15	282,632 31	98	1,369,427 23	11	156,342 27	12	101,239 42	53	421,142 90	18	69,365 63
20	14	241,154 65	98	1,651,807 84	11	151,689 87	11	90,519 20	52	380,886 02	15	48,382 94
27	15	302,728 03	97	1,671,150 87	11	168,972 60	12	68,829 57	52	475,229 65	...	.....
31	16	284,663 58	100	1,625,244 09	12	142,679 73	12	88,253 95	53	342,979 62	18	63,994 44
Nov. 10	17	270,745 14	102	1,510,166 37	12	164,535 86	...	.....	51	326,523 94	18	49,512 80
17	17	280,450 67	104	1,315,571 28	12	171,735 42	12	67,204 51	54	390,174 19	...	.....

public money to their credit with the depositaries at the following places, ing to the reports made for the dates herein specified.

New Orleans.		St. Louis.		San Francisco.		Norfolk.		Little Rock.		Aggregate.	
No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.	No. of officers.	Amount.
28	$456,628 43	27	$423,083 22	30	$485,585 05	5	$10,217 40	4	$5,492 93	234	$2,805,316 28
27	451,060 61	27	402,031 35	29	498,066 43	5	9,592 14	3	5,461 93	229	2,646,396 51
26	416,808 26	26	384,743 60	29	579,144 07	5	12,889 64	....	.....	227	2,704,306 23
25	393,950 43	26	393,761 25	30	624,169 93	4	11,809 22	....	.....	229	2,739,371 87
26	411,529 65	26	351,772 17	29	575,070 85	4	13,197 87	....	.....	233	2,792,880 32
25	434,899 72	25	341,199 38	28	534,988 12	4	11,511 54	3	5,159 93	234	2,987,065 45
26	408,450 31	26	327,240 99	27	514,847 22	4	10,406 88	3	5,616 96	250	2,774,239 88
28	482,459 44	27	387,612 39	29	480,373 50	4	9,301 36	3	5,341 04	252	2,788,638 74
27	392,603 31	27	463,877 90	30	602,825 70	4	8,732 45	1	3,500 00	186	2,280,871 20
28	433,256 59	26	449,879 98	31	566,435 02	5	8,848 62	3	5,341 04	196	1,396,407 52
30	498,980 39	26	426,315 97	34	655,128 73	4	7,961 86	3	5,190 34	251	3,254,256 76
30	417,925 48	26	393,112 37	33	682,312 86	4	5,860 88	....	.....	248	3,021,741 31
30	390,535 30	28	391,823 39	34	717,978 18	4	6,676 63	3	4,890 34	266	3,235,452 36
31	490,440 44	28	412,187 94	41	601,183 49	....	.....	3	4,689 34	257	3,094,514 16
30	431,694 88	31	.....	42	588,056 67	6	41,085 73	3	5,391 34	238	2,810,859 89
30	389,849 24	31	432,944 33	44	633,519 96	6	11,284 33	3	5,190 34	286	2,942,830 84
31	466,294 48	31	421,336 13	44	666,864 68	6	10,782 53	3	5,389 34	287	3,535,893 81
31	488,592 27	32	543,293 07	43	760,029 82	6	40,801 51	3	5,292 88	290	3,862,679 86
30	503,614 01	31	589,999 45	35	714,390 60	6	49,893 64	2	4,729 38	280	3,857,694 26
30	538,584 08	33	667,872 08	45	751,928 53	6	14,698 42	3	6,429 38	294	3,785,551 23
31	557,734 07	34	573,571 81	43	688,036 70	6	9,115 87	3	5,929 58	296	3,551,233 00
32	570,190 80	35	527,685 72	42	740,440 31	6	73,520 48	2	2,429 38	300	4,033,154 65
33	475,116 80	34	722,780 28	41	726,373 83	7	96,170 23	3	8,063 38	303	4,470,158 02
33	434,242 14	34	728,198 93	44	767,471 96	7	59,961 46	....	.....	306	3,960,941 37
32	456,453 45	34	680,525 94	44	797,645 87	6	35,750 62	3	7,418 98	303	4,019,827 60
32	487,201 82	35	674,085 15	44	753,748 15	6	69,914 72	....	.....	299	4,142,600 91
30	471,846 41	36	575,530 60	44	741,357 26	6	60,674 73	....	.....	287	4,072,755 78
29	523,498 12	41	797,288 03	45	738,695 71	7	57,751 43	2	2,975 99	310	4,050,790 01
29	542,146 37	39	.....	43	652,550 82	7	13,575 15	1	752 84	269	3,114,478 79
29	503,121 08	39	740,899 23	44	616,321 97	7	18,279 29	....	.....	301	3,738,002 23
28	470,137 22	37	849,060 08	43	711,737 68	7	70,178 94	1	452 84	308	4,413,807 07
28	536,798 86	39	960,719 26	44	561,137 84	6	64,674 73	....	.....	304	4,219,095 09
29	612,112 01	39	887,263 52	43	590,271 91	7	38,970 49	2	8,295 31	305	3,956,789 67
30	730,405 74	42	840,834 32	44	606,672 35	8	30,368 13	2	7,562 81	319	4,787,362 44
30	733,463 58	....	.....	46	572,113 73	7	98,294 07	....	.....	275	3,883,302 68
31	711,294 42	45	953,711 70	45	699,513 23	6	84,237 83	2	6,008 81	280	4,846,727 32
33	677,202 14	45	896,906 84	46	674,205 79	....	.....	2	5,848 81	324	4,657,690 00
33	680,403 27	46	872,743 48	45	605,042 94	8	58,484 75	2	2,015 00	329	4,726,717 21
34	696,561 86	47	881,736 88	44	833,381 86	7	57,436 83	2	1,015 00	333	5,297,398 96
34	652,076 74	47	1,239,236 93	49	680,830 04	....	.....	....	.....	332	5,342,166 36
34	653,575 87	47	1,230,235 77	48	786,011 30	7	39,001 20	2	765 00	338	5,109,047 69
35	663,361 10	48	1,397,854 57	50	758,200 14	....	.....	....	.....	315	5,133,511 23
34	581,247 79	50	1,161,387 12	46	809,442 12	7	40,722 00	2	765 00	339	4,818,216 22
34	658,213 22	49	938,392 66	46	903,398 97	7	39,644 00	2	765 00	337	5,067,209 56
34	645,730 48	49	960,824 18	44	871,839 95	6	33,905 13	2	625 00	338	5,044,499 06
35	610,153 30	49	803,085 06	46	1,012,161 13	....	.....	2	500 00	337	4,983,333 07
35	597,226 21	51	789,343 61	47	987,784 96	6	33,317 62	....	.....	346	4,780,822 16
35	542,507 92	50	810,815 77	....	.....	6	33,177 62	2	500 00	294	3,951,451 83
35	570,020 76	50	809,723 92	....	.....	....	.....	2	500 00	274	4,067,155 40
36	539,137 69	50	899,543 54	....	.....	6	32,564 47	2	500 00	305	4,019,481 11
37	554,514 99	50	865,895 72	....	.....	6	31,340 35	....	.....	293	3,773,235 17
....	.....	....	.....	....	.....	....	.....	....	.....	199	2,225,136 07

The blanks contained in the above table imply that the returns are defective.

No. 52.

OFFICE OF CONSTRUCTION,
Treasury Department, November 9, 1855.

SIR: I have the honor to submit a report of the operations on the various public buildings in the course of erection, under the direction of the Treasury Department, the general superintendence of which has been placed under my charge.

The total number of buildings for which appropriations were made during the last session of Congress, or for which unexpended balances existed from former appropriations, is as follows:

Custom-houses, court-houses, and post offices	38
Appraisers' stores	1
Marine hospitals	21
Mints and branches	3
Territorial public buildings, (capitols and penitentiaries)	4
Extension of treasury	1
Repairs of treasury building	1
Repairs of custom-houses	15
Total	84

The total amount available for the prosecution of these works, on the 30th September, 1854, was	$5,210,763 92
Amount appropriated last session	1,817,011 09
Available for the year 1854–'55	7,027,775 01
Amount expended from September 30, 1854, to September 30, 1855	1,974,609 47
Amount in treasury on 30th September, 1855, applicable to these buildings	5,053,165 54

Included in the above disbursements is the sum of $321,600, expended for sites of custom-houses and marine hospitals purchased within the year.

The number of new buildings for which appropriations were made during the last session of Congress, for which no previous appropriation had been made, is as follows:

Custom-houses	6
Marine hospitals	3
Treasury extension	1
Repairs treasury building	1
Repairs of mints	3
Total	14

The gross amount appropriated for these purposes during the last session of Congress, is $1,839,961 09.

During the year ending on the 30th September last, contracts were made for commencing new buildings at the following places:

Custom-houses.—Bangor, Me., approaches to; Portland, Me.; Waldoboro, Me.; Providence, R. I.; Richmond, Va.; Belfast, Me.; Oswego, N. Y,; Buffalo, N. Y.; Gloucester, Mass.; Burlington, Vt.; New Haven, Ct.; Newark, N. J.; Barnstable, Mass.

Marine hospitals.—Vicksburg, Miss.; Portland, Me.; Chelsea, Mass.; Detroit, Mich.

Treasury extension.—Ventilating treasury building.

Sites have been purchased during the past year for buildings at the following places:

Custom-houses, &c.

Ellsworth, Me., at a cost of	$3,000 00
Belfast, Me	3,800 00
Gloucester, Mass	7,500 00
Barnstable, Mass	1,500 00
Providence, R. I	40,000 00
Bristol, R. I	4,400 00
New Haven, Conn	25,000 00
Newark, N. J	50,000 00
Buffalo, N. Y	40,000 00
Oswego, N. Y	12,000 00
Burlington, Vt	7,750 00
Toledo, Ohio	12,000 00
Sandusky, Ohio	11,000 00
Chicago, Ill	26,600 00
Milwaukie, Wis	12,200 00
Wheeling, Va	20,500 00
Petersburg, Va	15,000 00
Galveston, Texas	6,000 00
Pensacola, Fla., government property.	
Plattsburg, N. Y	5,600 00
	304,350 00

Marine hospitals.

New Orleans, La	$12,000 00
St. Mark's, Fla., government property.	
Burlington, Iowa	3,500 00
Burlington, Vt	1,750 00
Chelsea, Mass., government property.	
	17,250 00

There remain still to be selected, sites for the marine hospitals at Cincinnati, Cleveland, Pensacola, Galena, Ill., and Wilmington, N. C.

Much difficulty has been encountered in the selection of a site for the marine hospital at Cincinnati. Those sites offered in the city, which were deemed suitable, and at prices within reach of the appropriation, were objected to by the property owners in the vicinity, on the ground that the location of a hospital so near them would impair the value of their property. In looking beyond the immediate limits of the city, rugged hills were encountered, extending to a distance which forbid a selection, on account of the remoteness of these sites from the landing. The time has, however, not been lost, as the purchase could not have been consummated if a satisfactory site had been found, until jurisdiction is ceded by the State, which holds its first session, since the appropriation was made, this winter, by which time, it is hoped, a site without objection will be found. For the reason last stated, no time has been lost at Cleveland, where the location of the city on two sides of the Cayuhoga river has rendered the selection, which should accommodate both sides, a matter of considerable difficulty.

The delay in the selection at Pensacola has been occasioned by the unreasonable prices demanded for all property offered.

The site at Alexandria will be selected in time for the action of the legislature of Virginia at its session this winter.

Sites in the vicinity of Wilmington, N. C., have been examined; but as the legislature of North Carolina does not convene again for more than a year, any further present action was not deemed necessary.

With the exception of the custom-houses at New Orleans and Charleston, the extension of the treasury building, the repairs of the mint at Philadelphia, public buildings in Minnesota and Santa Fe, all of the buildings being erected under the Treasury Department are done by contract. From personal inspection of most of these buildings, I have the gratification to report that the work is being done in a substantial manner and of the best material that could be procured. The use of wrought-iron, whenever it can be made to take the place of wood or cast-iron, which was first adopted by the department on the assay building at New York, has been extended to all the works now in progress, and each day's experience in its use serves to simplify its application to building purposes, and to enlarge the sphere of its usefulness. Beams, girders, window-sash and shutters, sash-cord, doors, &c. &c., are now made of wrought-iron, and at a cost comparatively small over the cost of the same articles of wood and cast-iron. The rolled beams thus far used in these public buildings have been limited to seven and a half inches in height. Rolls are in preparation, and are expected to be in full operation by the 1st January, 1856, for producing twelve-inch beams. As the strength of beams of equal sections and lengths is in proportion to the cube of their depth, this addition of four and a half inches will so far increase the strength of the new beam as to permit its substitution for the more expensive hollow girders now used.

After another year's trial, I have the satisfaction to report that the system of accountability adopted by the department in the regulations for the government of those superintending these buildings, works

well; and now that it is understood by the superintending agents, gives general satisfaction to them. I have also to report that the accounts are rendered promptly, and (except in some few cases, on works just commenced) correctly.

The system of accountability for property purchased for the use of the several works, also works well. The agents of the department in charge of the buildings which I have visited, seem to feel that they are expected to devote themselves to this duty alone, and it is gratifying to be able to state that they have discharged their trust with fidelity and skill.

Bangor, Me., custom-house.—The custom-house at Bangor was turned over to the officers who are to occupy it on the 31st of October, 1855. The unfinished approach to the building was put under contract to Albert Blaisdell, on the 5th day of March, 1855, for the sum of $15,600. One of the approaches was previously finished, and the present one will be finished by the 15th of November. The work on the building is well executed, and the materials good.

Total amount appropriated	$100,000 00
Expended to September 30, 1855	97,242 17
Balance available for current year	2,757 83

Belfast, Me., custom-house.—The amount appropriated for the work was $20,000, and ten per cent. for contigencies. Lot purchased for $3,800. Contracts closed with Isaac Allard on the 30th day of May, 1855. Work commenced June 5; all the materials on hand. Work raised to belting-course, above first floor; will be completed by 30th June, 1856.

Amount appropriated, including contingencies	$22,000 00
Expended to 30th September, 1855	10,150 03
Balance available	11,849 97

Bath, Me., custom-house.—The work on this building was suspended in December, 1854, to await the action of Congress on a proposed change in the plan. This change having been authorized, a supplementary contract was made, and the work resumed as soon as the season permitted, and has been prosecuted as rapidly as possible since. The exterior and cross walls are raised to the second-story floor; iron antæ and arches up. The work will be continued without abatement as long as the season will permit. During the winter the stones for the exterior walls will be cut, and the carpenters' work prepared for being put up in the spring. It is expected that the whole will be completed by the time specified in the contract, viz: 30th of June, 1857.

Total amount appropriated to September 30, 1855	$68,000 00
Expended to September 30, 1855	33,953 01
Balance available for current year	34,046 99

Portland, Me., custom-house.—Contracts and bonds for the completion of the entire building were executed on the 25th April, 1855. The foundation was commenced in May; and the cellar-walls, windows, area-walls, piers for girders, &c., were completed in September; the underpinning of the rear and two sides set, and a few pieces of ashlar set. The chimneys and hot-air flues are commenced. During the winter the stones for the exterior will be cut, and every preparation made for an early beginning in the spring, and it is expected that the whole will be done by the time named in the contract, viz: 31st October, 1856.

Total amount appropriated	$200,000 00
Expended to 30th September, 1855	26,182 27
Balance available for current year	173,817 73

The amount applicable to this work will be sufficient to complete it.

Waldoboro, Me.—The work on this building was commenced on 24th of April last. The walls are finished to their full height. The roof would have been completed before the end of September, but for some delay in receiving the galvanized iron covering. The whole building, it is expected, will be completed and ready for occupancy by the 1st of January, 1856. There will still be an enclosing fence and some grading to be done, which will be completed by the 1st of June, 1856.

Total amount appropriated	$25,000 00
Expended during the year	9,379 33
Balance available for current year	15,620 67

The amount is sufficient to complete the work.

Ellsworth, Me., custom-house.—A site was purchased for the sum of $3,000; and on the 28th day of June proposals were invited for the erection of the custom-house at Ellsworth, Maine, and on the 16th of October, 1855, the contract was awarded to Isaac Allard, at the sum of $9,200, the whole to be completed by the 1st December, 1856. From the advanced state of the season, but little will be done this fall beyond making preparation, by the collection of materials, &c., for commencing early in the spring.

Total appropriation	$11,000 00
Expended to 30th September, 1855	798 58
Balance available	10,201 42

Gloucester, Mass.—A site was purchased for $7,500, and a contract for the erection of a custom-house at Gloucester, Massachusetts, was awarded, on the 8th September, to Caleb Crosby & Co. for the sum of $26,596 70, the building to be completed on or before the 1st day of March, 1857. The season was so far advanced before the contract was declared, that but little can be done this fall beyond the excavation of the foundation and the collection of materials.

Total amount appropriated	$44,000 00
Expended to 30th September, 1855	3,644 42
Balance available for current year	40,355 58

Barnstable, Mass.—A site was purchased for the sum of $1,500, and contracts for the construction of the custom-house at Barnstable for $17,250 awarded to Messrs. Roberts, Adams & Jacobs, who commenced the work in August. The excavations of the cellar are completed, and a portion of the masonry of the cellar wall is finished, and it is expected to get the exterior walls up, and covered in, before the setting in of winter.

Total amount of appropriation	$22,000 00
Expended to September 30, 1855	1,606 57
Balance available for current year	20,393 43

Providence, R. I.—Contracts for the custom-house, post office, and court-rooms, at Providence, were declared on the 28th of May, 1855, and the work was commenced at as early a day thereafter as practicable. Piles for the foundation had been purchased before the contracts were closed and the old buildings sold. The piles are driven and the foundations laid. The cellar walls are carried up from three to nine feet. A drain from the cellar to the river has been completed. The coffer dam is finished on three sides, and partly done on the remaining one. An artesian well is in progress for the use of the building. The walls will be ready to receive the flooring of the first floor this fall, and unless delayed by some unavoidable circumstance the whole structure will be completed by the time specified in the contract, viz: 4th March, 1857.

Total amount appropriated	$250,000 00
Amount expended during the year	44,213 70
Balance available for the current year	205,786 30

Bristol, R. I.—A site has been selected for a custom-house at Bristol, Rhode Island, at $4,400, and contracts will be entered into for the erection of the building as soon as the title papers are complete.

Appropriation now available	$13,750 00

New Haven, Conn.—After the purchase of a site for the custom-house in New Haven, for the sum of $25,500, some delay occurred in contracting for the building in consequence of the bids exceeding the amount of the appropriation. The contract was finally awarded to J. J. Atmore & Co. for the sum of $88,000; the whole to be completed by the 1st day of March, 1857. In consequence of the delay above referred to, little will be done this season beyond the collection of materials and the preparation of such work as can be done within doors. The contractor will be ready to commence operations within the opening of the spring.

Total amount appropriated	$96,800 00
Expended to September 30, 1855	6,342 61
Balance available for the current year	90,457 39

Burlington, Vt.—A site has been purchased for the custom-house at Burlington, Vermont, for the sum of $7,750, and on the 30th day of September, 1855, a contract for the whole building was signed by Lyman P. White for the sum of $28,238 40. The work was immediately commenced, and it is expected that the cellar walls and drains will be finished this season.

Total appropriation	$44,000 00
Expended to 30th September, 1855	3,823 65
Balance available for current year	40,176 35

Plattsburg, N. Y., custom-house.—A site has been selected for the custom-house at Plattsburg, at $5,600. So soon as the title papers are complete, proposals will be invited for erecting the building.

Oswego, New York.—A site for the custom-house at Oswego having been purchased for the sum of $12,000, contracts were made for the whole building with Edwin B. Soule, for the sum of $77,255, the work to be completed by the first day of February, 1857.

The contractor entered with as little delay as possible upon his work, and it is expected that the foundation will be up to the level of the ground before the termination of the working season.

Total amount appropriated	$96,800 00
Amount expended to September 30, 1855	6,304 73
Balance available for current year	90,495 27

Buffalo custom-house.—The amount appropriated for the entire building was $96,800. A site was purchased on the 26th day of January, 1855, for the sum of $40,000. The contract was awarded on the 25th day of July, 1855, to O. B. & O. S. Latham, to be completed by the 1st day of March, 1857.

On the 9th of August the work was commenced. The excavation of the cellar has been completed, the foundation constructed, and a large supply of materials has been collected. The balance remaining in the treasury applicable to this work is $84,202, exclusive of the $8,800 appropriated for contingent expenses. Amount in the hands of the disbursing agent is $3,798.

There was some apprehension on the score of the foundations, but, upon excavating, the bottom was found to be hard clay, and I am quite satisfied of its stability. The building will probably be finished before the time called for in the contract.

Total amount appropriated	$96,800 00
Expended to September 30, 1855	10,544 78
Available for current year	86,255 22

Newark, New Jersey.—A site has been purchased for the sum of $50,000, and contracts entered into for the erection of a custom-house at Newark, New Jersey. The contracts were signed on the 10th and 18th days of August, 1855, for the gross sum of $75,984 71, and the contractors proceeded at once to make preparation for commencing. The old buildings have been removed, the excavation commenced, stone received, and the work will progress rapidly until stopped by cold weather.

Total appropriation	$96,800 00
Amount expended to September 30, 1855	6,369 39
Balance available for current year	90,430 61

Wilmington, Delaware, custom-house—Granite.—The amount appropriated was $60,500. Site purchased for the sum of $3,500. Contracts entered into on the 4th day of August, 1853, with Wm. Graves, for the sum of $25,184. The work was commenced soon after. The building will be completed and ready for occupancy in the month of November. Some outside work, flagging, fencing, gateways, &c., remain to be done, but will, in all probability, be completed before the 1st of January next.

Total appropriation	$40,500 00
Expended to September 30, 1855	30,501 67
Balance available	9,998 33

Richmond, Va., custom-house—granite.—The amount appropriated for the custom-house, &c., was $250,000. Site purchased at $61,000. Contracts for excavation closed on 5th April, 1855, with Davis & Green. On the 11th June contracts were closed with J. A. Hill for the culverts. On the 11th of July contracts for the superstructure were awarded to the lowest bidders, J. J. Atmore & Co., for the sum of $110,000. The work is progressing with energy, and is done in a manner creditable to the contractors. The amount available for this work, after the purchase of site, and contingent expenses connected with the purchase, was $189,060 09; expended to 30th September, $16,116 47; leaving available for the completion of the building $172,808 53, an amount sufficient to complete the building in the best manner.

Norfolk custom-house.—The operations progressed rapidly on the new custom-house at Norfolk from the time of the last annual report till the appearance of the yellow fever suspended the work entirely. Most of the contractors and laborers who remained were attacked by the disease, and one contractor and a large number of hands died. This will retard the progress of the building in greater proportion than the amount of time during which it was suspended in consequence of the dispersion and death of the master-workmen and laborers, who were familiar with every part of the structure.

The stone work of the building is set, and backed up two courses above the belt course; the stone columns for vestibule of post office are cut, set up, and finished. The groined arches are nearly finished.

The cast-iron columns for the basement story are set. The wrought-iron beams and girders are set, and the segmental arches will be finished next week, as the work on the building has been resumed.

Total amount of appropriation	$130,000 00
Amount expended to 30th September, 1855	95,261 28
Balance available for current year	34,738 72

Petersburg, Wheeling, and Alexandria.—No contracts can be made for the erection of the custom-houses at the above points until after jurisdiction and exemption from taxation is ceded by the State in which they are situated. A site has been selected at Petersburg for $15,000, and at Wheeling for $20,500.

Charleston, S. C.—The new custom-house at Charleston, South Carolina, has been advancing during the past year in a satisfactory manner. The basement, which is of cut granite, is completed to the belt course, with some unimportant exceptions. The material is beautiful and durable, and the workmanship of the best description. Altogether, it presents a very imposing appearance. The marble for the superstructure is being prepared, and a portion of it has already been delivered. The foundation of the front portico was retarded by a building which was on the ground it was to occupy; it has been completed during the year, and the buildings removed.

Total amount of appropriation	$1,153,000 00
Amount expended to 30th September, 1855	695,408 49
Amount available 30th September, 1855	457,591 51
Estimated amount required for the year ending June 30, 1857	$300,000 00

Mobile custom-house.—During the year ending September 30, 1855, the stone skewbacks to support the cast-iron columns of the interior have been set, and the iron tie-rods, connecting the inverted arches of the foundations, have been securely placed. The cut granite of the exterior walls has been laid to include the door and window caps of the basement story. The brick-work backing has been raised to the same height, and the interior partition walls are generally but five bricks lower.

The cast-iron window frames, the columns, and antæ of that story, are in place.

The progress of the work has been retarded in consequence of a want of granite, which could not be furnished in season, under the appropriation of March 3, 1855.

Some stone has lately been delivered under the contract made effective by the appropriation, and it is hoped that the building will be finished by the 1st of March, 1857. The sum available is sufficient to complete the work.

Total amount appropriated	$360,000 00
Amount expended to September 30, 1855	113,548 25
Amount available to September 30, 1855	246,481 75

Pensacola, Fla.—Proposals were invited for the construction of a custom-house, on a lot of land belonging to the United States, in the city of Pensacola, and satisfactory bids have been received. The contract has been awarded to O. M. Avery, for $23,508 72, and the building will be commenced without delay.

Total appropriation	$38,500 00
Available for current year	38,500 00

New Orleans custom-house.—Since the last annual report, the progress of this work has been as rapid as was practicable. Some delay has necessarily occurred in the prosecution of this work, in consequence of the change of plan of the upper story and roof. A joint resolution of the last Congress gave authority to substitute iron beams and segmental brick arches for the groined arches of the original plan, and a metallic roof in place of proposed marble one. On the 9th February last, the superintendent was directed accordingly. These changes cannot fail to prove advantageous in relieving the overburdened foundations of an enormous additional weight, which would have been imposed upon them, had the groined arches and marble roof been retained. Much delay has ensued in the progress of the work from the inadequate supply of marble furnished by the contractors. The work done during the year ending is as follows: the second tier of groined arches were completed; the masonry of the third story, consisting of piers and arched openings, up to third tier of groined arches; the granite of the exterior walls and its backing of brick going up steadily, and as nearly as possible in horizontal layers to prevent unequal pressure on the foundations. The tendency of the walls to bulge out has not yet ceased; ties of iron rope have been put in requisition to resist it. The greatest subsidence of the walls since last December amounts to more than 4 inches. The rate of sinking compared with the previous year is decreasing.

The total amount of subsidence since the first accurate observations on the subject, February 28, 1854, is $12\frac{17}{100}$ inches.

The decrease in the ratio of settlement above referred to may be attributed to the removal of the heavy groined arches of the upper story, and to the limited amount of weight added to the walls since the previous observation, December 6, 1854.

Total amount of appropriation	$2,075,258 00
Amount expended to 30th September, 1855	1,609,622 57
Balance available for the current year	465,635 43
Amount of estimate for the year ending June 30, 1857.	$300,000 00

New custom-house, St. Louis, Missouri.—During the past year, the piling of the foundation has been finished; excavations called for in contract, and rendered necessary by slides, have been completed; the filling and ramming is done as far as the stone-masonry extends. The area-walls are finished, with some unimportant exceptions. The entire brick-work, piers, arches and walls, to the level of the entrance story, are up; the groined arches completed, and a portion of the pugging done; the sleepers of the basement floor put down; the cut-stone work has been completed to the under-side of the basement cornice, and the cornice prepared. Over nine hundred feet of ashlar are ready for setting; seventy-two feet of cornice, for entrance-story; all the carved window-trusses for entrance-story; twenty-four antæ bases of second story, and six of the pedimented window-caps, for the same story, are ready. All the cast-iron work of the cellar and basement, and twelve cast-iron columns for the middle story, are completed.

Total amount appropriated	$327,000 00
Expended to September 30, 1855	142,657 63
Balance available for current year	184,342 37

Louisville custom-house.—On the 30th September, 1854, foundation, cellar, walls, and arches, for first floor, were finished. During the past year, the stone on two more fronts has been carried up nearly two stories, or about thirty-nine feet. The stone door-jambs are all made and set; all the stone window-frames finished, ready for setting; and the work on the third story window-frames about one-third done. Ashlar enough is received to carry this building twelve feet higher. The brick backing is carried up as high as the stone-work, and the partition-wall to the height of twenty-three feet.

The wrought-iron girders, joists, and safes, and the cast-iron columns and girders, are finished, and for the first and second stories put into their places. The iron sash and doors are about one-third finished. The tin lining of the hot-air flues is done.

Total amount of appropriation	$218,745 00
Amount expended to 30th September, 1855	109,059 40
Balance available for current year	109,685 60

Cincinnati custom-house.—At the time of the last annual report, the exterior walls of the new custom-house at Cincinnati were raised to the height of fourteen feet above the basement cornice. The exterior walls have been completed during the past year, and the roof will probably be completed in October. The whole building will be finished within the time specified in the contract, viz: first December, 1856. The stone used in the exterior walls of this building is sightly, and admits of a high degree of finish; but, like the stone generally, from the quarries on the Ohio river, it is not of the most durable kind.

Total amount of appropriation	$252,755 00
Amount expended to 30th September, 1855	178,818 65
Balance available for current year	73,936 35

Custom-houses at Sandusky and Toledo.—The sites of these buildings have been selected, and contracts for their construction were awarded on the 30th October, 1855.

No further steps can be taken in the matter, until jurisdiction and exemption from taxation shall have been ceded by the legislature of the State of Ohio.

Sandusky, Ohio.—Total amount appropriated.....	$44,000 00
Expended to September 30, 1855...	3,358 50
Available.....	40,641 50
Toledo, Ohio.—Total amount appropriated.....	44,000 00
Expended to September 30.....	3,898 63
Available.....	40,101 37

Detroit custom-house.—The purchase of a site at Detroit was, by act of Congress, made contingent upon the sale of the two lots belonging to the United States in that city. Not being able to sell them at private sale for what they were believed to be worth, it was thought advisable to offer them at auction, with instructions to stop the sale if they did not command the amount they were believed to be worth. They were sold under these conditions, and at prices exceeding the limit assigned.

A suitable site has been selected, and as soon as title is made, so much of the proceeds of the government lots sold as may be required to pay for the new site will be applied to this object, and contracts immediately made for the erection of the building.

Total appropriation.....	$96,800 00
Expended to September 30, 1855.....	8,307 67
Balance available.....	88,492 33

Chicago custom-house.—A site was purchased for a custom-house at Chicago for the sum of $26,600. Proposals for contracts for the erection of the building were issued March 15, and on the 30th day of May the contracts were declared to John Ruger, of Chicago, Illinois.

From some cause not satisfactorily explained, the contractor failed to come forward to sign the contracts.

On the 25th day of October the contract was given at the bid of the defaulting contractor to C. A. Jones, who will proceed at once with preparations for commencing the work as early as the season will permit. In anticipation of the closing of the navigation of the lakes, iron beams and girders for the floors were ordered, and are ready as soon as the work shall require them.

Total appropriation.....	$96,800 00
Expended to September 30, 1855.....	6,481 63
Balance available.....	90,318 37

Milwaukie, Wisconsin, custom-house.—A site was purchased for a

custom-house at Milwaukie for the sum of $12,200. In March proposals were invited for erecting the custom-house, and in May following the bids were opened and the contract was declared to M. E. Shinn, of Milwaukie. The contracts were sent on for signature, but, from some cause or other, the contractor hesitated to execute them. On the 25th of October the work was given to C. A. Jones, at the price named by the defaulting contractor.

The work will be commenced as early in the spring as the weather will permit. The iron beams and girders for the floors of the building have been purchased, and the doors, windows, iron roof, &c., will be prepared during the winter.

Total appropriation	$96,800 00
Expended to September 30, 1855	4,990 39
Balance available for the current year	91,809 61

San Francisco custom-house.—On the 30th September, 1854, the piling of the site of the San Francisco custom-house and the grillage for running the walls were finished. Since that time the building has advanced rapidly, and the entire building will be ready for occupancy by the 21st October, 1855.

Total amount of appropriation	$866,271 09
Expended to September 30, 1855	847,101 08
Available for current year	19,170 01

Portland marine-hospital.—This building was commenced on the 25th April, 1855. The masonry is finished to the top of the first story, and the masonry of the central parts finished. front of the second story and cornice completed. The cisterns are done and the excavations for drains commenced; window-frames of the first story and two-thirds of the second are set; the iron floor-beams have been laid as far as the masonry would permit. The brick floor arches have not been turned. This work was deferred until the building could be put under roof, which it is expected will be completed by the 15th November. The roof-floor arches will be turned as soon as the walls are high enough. After the roof is on, the contractors will be able to go on with their work during the winter, and unless something unforeseen occurs, the whole will be finished by the time specified in the contract, viz: August 31, 1856.

Total amount of appropriation	$68,863 00
Expended during the year	24,964 67
Balance available for current year	43,898 33

This amount will complete the work.

Chelsea, Mass., marine hospital.—A site for the hospital at Chelsea, Mass., was set off from lands belonging to the Navy Department. The act of Congress authorizing the erection of this building, also gives authority to sell the old hospital and the ten acres of ground upon which it stands, and apply the proceeds to the erection of the new building. The proceeds of this sale it is believed will be ample

to complete the building and make all necessary improvements of the ground. On the 9th day of August a contract was given to Blaisdell and Emerson for the whole building at $114,770, the entire work to be completed on or before the 3d of March, 1857. The work was commenced without delay after the contracts were signed. The cellar is excavated, and the masonry will probably be raised to the level of the first floor this fall, and every necessary preparation will be made this winter for pushing the work rapidly in the spring.

Amount available July 1, 1855	$150,000 00
Amount expended to September 30, 1855	11,961 05
Balance available September 30, 1855	138,038 95

Burlington, Vt., marine hospital.—A site containing ten acres, for the Burlington, Vt., marine hospital, was selected on the 19th day of September, 1855, for the sum of $1,750. It is situated on a gentle elevation, about a mile from the city, and commands a fine view of the town, lake, and surrounding mountains. As the abstract of title has not yet been received, no steps have been taken towards making a contract for the building. As soon as the purchase is completed, proposals will be invited for the erection of the building.

Total amount appropriated	$38,500 00
Expended to September 30, 1855	.....
Balance available for current year	38,500 00

St. Mark's, Fla.—A site was selected for this hospital from government lands, and proposals were invited for erecting the building. No offer has yet been received that comes within the amount appropriated, viz: $5,000. In compliance with the requirements of the law, the subject is referred back to Congress.

New Orleans marine hospital.—From the great length of the city of New Orleans along the river, much inconvenience and delay were occasioned in the selection of a site for the marine hospital that should be sufficiently central to the shipping. A selection was finally made of the square bounded by Common, Gravier, Broad, and White streets, which was offered and accepted for the sum of $12,000.

Common street is broad, covered with shells, and leads directly to the custom-house, where applicants for admittance to the hospital receive their permission to enter. It is central and on the same street with the charity hospital and the hospital of the Sisters of Mercy, and has the very great advantage of being within reach of the city waterworks; with small expense, gas can be introduced.

Plans of the building have been prepared, and contracts will be made, so that the building will be commenced this winter, and completed as early as possible.

Total amount appropriated	$272,800 00
Expended to September 30, 1855	12,403 49
Balance available for the current year	260,396 51

Vicksburg marine hospital.—The amount appropriated for the erection of a marine hospital at Vicksburg was $60,000; of which $7,500 were paid for the site, leaving applicable to the construction of the building the sum of $52,500. On the 25th day of April, 1855, a contract for the entire building was awarded to Theodore Adams, requiring the work to be completed 31st July, 1856, and the contractor proceeded at once with his preparations for the work. The grading was completed, and a large amount of materials were collected, when all operations were suspended by the appearance of yellow fever. The work was still suspended on the 30th September, but would be resumed as soon as the disease should disappear. The building will probably be finished by the time specified in the contract.

Total amount appropriated	$60,000 00
Expended to 30th September, 1855	17,753 00
Balance available	42,247 00

Natchez, Miss.—The repairs of the marine hospital at Natchez have been completed. In putting on the slate roof it was found that the pitch was not sufficient, and that it would require to be raised. A small appropriation will be required for this purpose, for which an estimate will be handed in.

St. Louis, Mo., marine hospital.—The marine hospital at St. Louis has been finished during the past year, and turned over to the collector for occupancy.

There still remains some work to be done to render the building complete. The front of the building has no fence at all, and that which encloses the grounds in the rear is old and insecure. The surface of the ground in the back part of the lot is broken by several holes and ravines. These should be filled. An estimate of the cost of executing these improvements will be prepared and submitted.

Total amount appropriated	$92,274 00
Expended to 30th September, 1855	85,484 00
Available 30th September, 1855	6,790 00
Expended during the year 1855	6,790 00

Louisville, Ky., marine hospital.—The appropriation for the repairs of this building, and for enclosing the front part of the lands, grading, draining, &c., has been nearly all expended, and the work is completed.

Total amount of appropriation	$62,500 33
Expended to 30th September, 1855	61,939 15
Balance available	561 18

Evansville, Ind.—The amount appropriated for this building and the purchase of site was $47,000. Six thousand dollars were paid for the site, leaving available $41,000. Contracts for erecting the build-

ing were awarded 1st day of June, 1853. for the sum of $40,000. Total expenditures under the contract as follows:

Amount of contract to September 30, 1855	$30,458 68
Contingent expenses to date	3,008 05
In treasury, and in the hands of disbursing agent	33,466 73
Leaving an available balance of	7,533 27

There will be due the contractor, when the work is completed, the sum of $9,541 32.

Allowing for the ordinary current expenses, there will be required to finish the work the sum of	$11,875 00
Deducting the amount on hand	7,533 27
Leaves the amount required to be appropriated	4,341 73

The necessity of appointing a local superintendent and disbursing agent, accounts for the deficiency in the appropriation already made.

The building is nearly completed, and will probably be finished in May, 1856. The work is done in a substantial manner, and the building presents a fine appearance from the city and river.

Cleveland, Ohio, marine hospital.—An appropriation of $25,000 was made by Congress in 1854 for completing the marine hospital at Cleveland. A contract for doing the work was made the 15th day of January, 1855, and the work was at once commenced, and is now drawing rapidly to a conclusion. The stone and brick masonry are completed, roof tinned and painted, plumber's, carpenter's, and painter's work nearly finished. The iron fence and the grading are both well advanced. There is every probability that the whole will be finished by the time specified in the contract, viz: 31st December, 1855. The work is well done.

Amount available September 30, 1854	$24,870 96
Expended to 30th September, 1855	12,624 00
Available	12,246 96

Detroit marine hospital.—The site, containing $7\frac{83}{86}$ acres, for this building, was purchased on the 19th day of March for the sum of $23,000, and contracts for the erection of the whole building were awarded, on the 18th day of July, 1855, to Isaac W. Ingersoll and Joseph Granger for the sum of $54,637 12, the whole to be completed on or before the 31st day of December, 1856.

The excavations of the cellar and trenches were commenced as soon as practicable after the contract was signed. The masonry was begun as soon as the trenches were ready, and will probably be carried as high as the first floor this fall. Materials will be collected during the fall and winter, and every necessary preparation made for prosecuting the work vigorously in the spring. The iron beams for the lower story are probably by this time on the site. The location of this building is on the banks of the Detroit river, about a mile and a

half from the centre of the city, and is a dry, healthy, and beautiful spot.

Total amount appropriated	$82,500 00
Expended to 30th September, 1855	5,450 62
Balance available for the current year	77,049 38

Repairs of Chicago marine hospital.—The repairs of this building were commenced in July, 1855, and have been pushed forward as rapidly as possible, and will probably be completed in November, 1855.

Total amount appropriated	$8,000 00
Amount expended to September 30, 1855	26 00
Balance available for completing	7,974 00

Wilmington, N. C., Pensacola, Fla., and Cincinnati, O.—For reasons already stated no purchase of sites for the marine hospitals at these points have been made.

Galena, Ill—The amount appropriated for the marine hospital at Galena was found to be insufficient to purchase a site and erect a suitable building; and, as required by the law, the matter is referred back to Congress.

Burlington, Iowa.—Two sites have at different times been selected for the marine hospital at Burlington, and in both instances the owners of the property have refused to convey at the prices first named by them. The commissioners have been authorized to accept another offer for an eligible site for $3,500. As soon as the title is examined and the purchase completed, the building will be put under contract.

Amount appropriated	$16,500 00
Expended to 30th September, 1855	106 85
	16,393 15

Treasury extension.—An appropriation was made by the last Congress of $300,000 for an extension of the treasury building. The preparation of the details of the plan and other causes prevented the commencement of the work until the July following. On the 16th of that month the excavation of the cellar was commenced, and was completed on the 23d October. Stone for the foundation and cellar walls was ordered on the 25th August. The concrete work was commenced on the 4th day of October, and completed, with the exception of a small quantity, on the 5th day of November, 1855. Total amount of excavation, 10,879 yards. Total amount of concrete, 1,661 cubic yards. The stone work of basement was commenced on the 27th day of October. A contract for the cut-stone work of the superstructure was awarded to Beales & Dixon, on the 10th October, 1855, the whole to be delivered ready to be put into the building on or before the 1st day of October, 1857. These contractors have already commenced the work, with a very large force; and, from

facilities possessed by their quarry for furnishing blocks of any required dimensions, I feel great hopes that they will be able to fulfil their contract at a much earlier day than the one stipulated. Should the remainder of the season prove favorable for laying masonry, the basement will probably be ready by the time the first shipments of the granite for the superstructure are received. Arrangements are nearly completed which will secure the setting of the cut stones as fast as they can be prepared and forwarded from the quarry.

The present front of the treasury building is exceedingly defective in architectural effect from its great length compared with its height, and from the absence of any distinguishing object to indicate its centre, and to afford an agreeable resting place for the eye of the observer. When the two wings are added, this defect will be enhanced, as this prolongation of the front will increase the disproportion between the two principal dimensions. To remedy as far as possible these defects, I beg leave respectfully to offer the following suggestions: To erect an attic over the main entrance of the present building, to extend along the centre wing; to present on Fifteenth street, and on the front next to the President's house, a pediment, elevated twenty-one feet above those at the extremities of the two fronts above named.

This arrangement will give a pyramidal outline to these fronts that will remedy the defects complained of; and, as it will retire seventeen feet from the face of the balustrade over the columns, the usual objection to attics surmounting colonnades will be avoided.

The attic will furnish, what is so much needed, a depository for files, records, &c,, now kept in a damp basement, subject to decay, and liable to be abstracted for fraudulent purposes.

The defects of the present front would be fully remedied by a portico of eight columns, with pediment, &c., projecting twelve feet from the present columns, and corresponding with the centre portions of the centres of the north and south wings. This would, however, involve the necessity of projecting the portico into the street, which would be attended with difficulties which I think, however, could be overcome.

The walls of the proposed attic would spring from the walls of the front and centre wing walls, and the floors rest on the groined arches of the present attic rooms.

For continuing the treasury extension during the year ending June 30, 1857, according to the plan adopted by Congress, there will be required the sum of.....	$400,000 00
Amount of appropriation of last year	$300,000 00
Expended to 30th September, 1855.....	4,219 87
Balance available for current year	295,780 13

Lighting and ventilating upper story of Treasury building.—An appropriation of $24,600 was made by the last Congress for lighting and ventilating the upper story of the treasury building, and for giving additional security to the funds in the hands of the Treasurer.

Contracts have been made for both objects. The lighting and ventilating will probably be finished by the end of January, 1856. The new vault will be so far completed by the 19th November as to be in a condition to receive the funds of the department.

The appropriation is more than enough for the objects contemplated, and it is desirable that the surplus should be allowed to be expended for similar purposes in the basement.

Total amount of appropriation	$24,600 00
Expended to 30th September, 1855	680 15
Balance available	23,959 85

Philadelphia mint.—The condition of the mint was found, on inspection, to be such that it could no longer be left safely without thorough repairs; the floors, window casings, and frames of the roof were of wood, much decayed, and liable to take fire. The vaults also were insecure. An estimate of the amount required to make the building fire-proof, and to give additional security to the vaults, was asked of the last Congress, and an appropriation of $125,000 was made for this purpose. After the removal of the machinery, the work of removing floors, &c., was commenced on the 9th of July last. On the 27th of the same month wrought-iron beams and brick arches were commenced. The vaults were immediately provided with chilled iron doors, and the most approved locks. Many of the partition walls and the furnaces were so far destroyed by acids that it was found necessary to take them down. The doors and windows of the lower story have been fitted with neat iron doors and window shutters. A corrugated galvanized iron roof, supported by an iron frame, is now being put on, and iron sash and windows in lieu of the present wooden ones. The brick arches supporting the floors of the second and third stories are nearly completed, and the plastering and painting is about to be commenced, after which the machinery will be replaced. The amount expended to the 30th September was $41,580 01, leaving an available balance of $83,419 99. This sum is ample to complete the repairs and alterations in the most substantial and perfect manner.

The assay office at New York was completed and went into operation on the 9th of October, 1854, and is represented by its officers as convenient and well arranged.

Branch mint at New Orleans.—Appropriations have been made, amounting to $92,000, for taking down some of the walls of this building, which lean so much as to be considered insecure. There are other repairs rendered necessary from imperfect workmanship and from natural decay of materials. This work will be commenced as soon as the season advances so far as to render it safe for workmen to go to the city.

Branch mint at Charlotte, N. C.—An appropriation of $8,850 was made for putting a new roof on the branch mint at Charlotte, North Carolina, and for other necessary repairs. A contract has been made for this work, and the whole is expected to be completed by the 1st February, 1856.

Total amount of appropriation	$8,850 00
Expended to 30th September, 1855	20 00
Balance available	8,830 00

Public buildings in Minnesota.—The last report from the superintendent of the public buildings in Minnesota indicates the completion of the work at an early day. No further appropriation is probably required, as no intimation to that effect has been received from the superintendent.

Total amount of appropriation	$66,500 00
Expended to the 30th September, 1855	64,088 50
Balance available for current year	2,411 50

State-house and penitentiary, Santa Fé, N. M.—The difficulty and delay of making contracts for the public buildings at a point so remote as Santa Fé, New Mexico, seemed to render it expedient that the work be done by hired labor and open purchase. The general superintendence of these buildings was given to his excellency D. Meriwether. After selecting a suitable site the work was commenced, and is now progressing satisfactorily.

Total amount appropriated	$70,000 00
Amount expended to September 30, 1855	31,750 00
Available for the current year	38,250 00

Penitentiary at Utah.—The appropriations for this building were placed under the charge of A. W. Babbitt, Secretary of the Territory, who was also requested to act as commissioner and disbursing agent, and to see that the work was faithfully done. From his report the work will be completed by the 15th of October. The work is well and faithfully done. There remains of the appropriation unexpended $12,000. The superintendent recommends that this sum be expended in covering the adobe walls surrounding the building with stone coping, and to plastering the interior and exterior of the walls, to protect them from the weather. This suggestion I very respectfully recommend be adopted.

Total amount of appropriation	$45,000 00
Expended to last returns	33,000 00
Balance available	12,000 00

Appraisers' stores, San Francisco.—Contracts were entered into on the 28th of June, 1855, for the entire materials and workmanship of the appraisers' stores at San Francisco, at $53,500. This work was commenced soon after the execution of the contract, and has progressed rapidly, and will be finished by the time specified in the contract, viz: March 1, 1856.

Pier No. 1, East river, in the city of New York, was repaired under a contract made with Mr. Andrew Clark. The work was thor-

oughly done at an expense of $6,119. This amount was paid from the "appropriation to defray the expenses incidental to the collection of the revenue."

I beg leave to invite the attention of the department to the subject of giving additional security to the numerous deposites of government money in the custom-houses, mints, and post offices, now being constructed, as well as many already in use. To accomplish this object I would respectfully recommend that, in addition to the most approved vault, the funds should be placed in burglar-proof safes enclosed within the vaults. Where granite can be had, and where the building will admit of its use, it is undoubtedly the material that should form the walls of the vault. No passage through walls of granite blocks, well secured together, can be made without creating so much noise as to alarm the guards; and should the guards prove unfaithful, still the operation of cutting through a granite block, sixteen or eighteen inches thick, would occupy more time than these treasures are usually left to the watchfulness of the guards only. Even if the wall be penetrated, there yet remains the safe to be broken before the money can be secured. When bricks or softer stone than granite can only be procured for the walls of the vault, it should be lined with plates of chilled iron. A plan has been considered, and an estimate of the probable cost of giving the additional security required in the several buildings now in progress, and such as can be ascertained to be deficient in this respect in other depositories, now in use, will be made and submitted.

I have the honor to be, very respectfully,

A. H. BOWMAN,
Engineer in charge, Treasury Department.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

Tabular statement of custom-houses, marine hospitals, and other buildings in charge of the Bureau of Construction under the Treasury Department, exhibiting the date of purchase of site, cost of same, amount available September 30, 1854, amount expended during the year, available for the current year, date of contract, and completion of the work, and contract price, &c.

Name of work.	Date of purchase of site.	Cost of site.	Amount available Sept. 30, 1854, and appropriated since.	Date of contract.	Contract price.	Date of completion.	Amount expended during the year ending Sept. 30, 1855.	Amount available.
Custom-houses.								
Ellsworth.....Maine.....	April 11, 1855.	$3,000	$11,000 00	Oct. 16, 1855..	$9,200 00	Dec. 1, 1856..	$798 58	$10,201 42
Waldoboro'.....do.....	Nov. 9, 1852..	2,000	22,723 00	April 13, 1855.	15,800 00	Nov. 1, 1855..	7,102 33	15,620 67
Bath.....do.....	Feb. 7, 1852..	15,000	41,558 96	July 9, 1853..	47,594 36	Sept. 1, 1856..	7,511 97	34,046 99
Portland .....do.....	July 5, 1849..	149,000	199,990 00	April 25, 1855.	153,500 00	Oct. 31, 1856..	26,182 27	173,817 73
Belfast.....do.....	Feb. 24, 1855.	3,800	22,000 00	May 30, 1855.	17,500 00	June 30, 1856.	10,150 03	11,849 97
Bangor.....do.....	June 5, 1851..	15,000	38,748 12	March 5. 1855.	.....	Oct. 31, 1855..	35,590 29	2,757 83
Burlington .....Vermont.....	Dec. 4, 1854..	7,750	44,000 00	Sept. 30, 1855.	28,238 40	Dec. 1, 1856..	3,823 65	40,176 35
Gloucester .....Mass.....	June 6, 1855..	7,500	44,000 00	Sept. 8, 1855..	26,596 78	March 1, 1857.	3,644 42	40,355 58
Barnstable.....do.....	April 24, 1855.	1,500	22,000 00	July 19, 1855..	17,250 00	June 30, 1856.	1,606 57	20,393 43
Providence.....Rhode Island..	Dec. 15, 1854.	40,000	249,702 00	May 28, 1855..	151,000 00	March 4, 1857.	43,915 70	205,786 30
Bristol.....do.....	Sept. 13, 1855.	4,400	13,750 00	.....	.....	.....	.....	13,750 00
New Haven.....Connecticut..	June 1, 1855..	25,500	96,800 00	Sept. 29, 1855.	88,000 00	March 1, 1857.	6,342 61	90,457 39
Oswego.....New York...	Dec. 15, 1854.	12,000	96,800 00	Sept. 1, 1855..	77,255 00	Feb. 1, 1857..	6,304 73	90,495 27
Buffalo.....do.....	Jan. 26, 1855.	40,000	96,800 00	July 25, 1855..	81,345 00	March 1, 1857.	10,544 78	86,255 22
Plattsburg.....do.....	.....	.....	55,000 00	.....	.....	.....	.....	55,000 00
Newark.....New Jersey..	May 30, 1855..	50,000	96,800 00	Aug. 18, 1855..	75,948 71	March 1, 1857.	6,369 39	90,430 61
Wilmington.....Delaware...	Nov. 26, 1852.	3,500	24,916 46	Aug. 4, 1853..	29,234 00	Oct. 1, 1855...	14,918 13	9,998 33
Richmond.....Virginia.....	Mar. 16, 1853.	61,000	188,925 00	July 11, 1855..	110,000 00	July 1, 1857...	16,116 47	172,808 53
Norfolk.....do.....	Feb. 28, 1852.	13,000	101,333 30	May 17. 1853..	101,333 30	Dec. 1, 1855..	66,594 58	34,738 72
Petersburg.....do.....	July 12, 1855..	15,000	68,200 00	.....	.....	.....	3,253 80	64,946 20
Alexandria.....do.....	.....	.....	55,000 00	.....	.....	.....	.....	55,000 00
Wheeling.....do.....	Nov. 29, 1854.	20,500	96,800 00	.....	.....	.....	6,071 58	90,728 42
Charleston.....South Carolina.	July 10, 1849..	130,000	659,543 36	.....	.....	.....	201,951 85	457,591 51

STATEMENT—Continued.

Name of work.	Date of purchase of site.	Cost of site.	Amount available Sept. 30, 1854, and appropriated since.	Date of contract.	Contract price.	Date of completion.	Amount expended during the year ending Sept. 30, 1855.	Amount available.
Custom-houses—Continued.								
Mobile.....Alabama....	Oct. 31, 1851..	$12,500	$302,961 63	July 23, 1853..	.....	July 1, 1856...	$56,479 88	$246,481 75
Pensacola.....Florida	Acquired by cession from Spain.	.....	38,500 00	.....	.....	.....	.....	38,500 00
New Orleans.....Louisiana ...	Gift from First Municipality, June 21, 1847.	.....	738,990 54	.....	.....	.....	273,355 11	465,635 43
Galveston .....Texas.....	July 23, 1855.	6,000	110,000 00	.....	.....	.....	5,052 52	104,947 48
St. Louis.....Missouri....	Oct. 31, 1851..	37,000	273,820 88	Dec. 24, 1853 .	.....	July 1, 1856 ..	89,478 00	184,342 37
Louisville.....Kentucky....	Oct. 7, 1851..	16,000	168,714 24	1853 and 1854.	.....	May 1, 1857..	59,028 64	109,685 60
Cincinnati .....Ohio.....	Sept. 24, 1851.	50,000	138,709 56	July 18, 1853..	.....	Dec. 1, 1856..	64,773 21	73,936 35
Toledo.....do.....	Nov. 29, 1854.	12,000	44,000 00	.....	.....	.....	3,898 63	40,101 37
Sandusky .....do.....	Nov. 29, 1854.	11,000	44,000 00	.....	.....	.....	3,358 50	40,641 50
Cleveland.....do.....	.....	.....	96,800 00	.....	.....	.....	.....	96,800 00
Detroit..... ...Michigan...	.....	.....	96,800 00	.....	.....	.....	8,307 67	88,492 33
Chicago .....Illinois....	Jan. 10, 1855.	26,600	96,800 00	.....	.....	.....	6,481 63	90,318 37
Milwaukie.....Wisconsin ..	Feb. 16, 1855.	12,200	96,800 00	.....	.....	.....	4,990 39	91,809 61
Astoria..... Oregon....	.....	.....	40,000 00	.....	.....	.....	.....	40,000 00
San Francisco.....California...	Sept. 5, 1854..	150,000	313,920 21	Dec. 22, 1855.	.....	Dec. 1, 1855..	294,750 20	19,170 01
Marine hospitals.								
Portland .....Maine.....	May 30, 1855.	11,000	68,863 00	April 16, 1855.	66,200 00	Aug. 1, 1856..	24,964 67	43,898 33
Burlington .....Vermont.....	Sept. 19, 1855.	1,750	38,500 00	.....	.....	.....	.....	38,500 00
Chelsea.....Massachusetts..	Ceded by Navy Department.	.....	150,000 00	Aug. 9, 1855..	114,770 00	March 3, 1857.	11,691 05	138,308 95
Wilmington .....North Carolina.	.....	.....	44,000 00	.....	.....	.....	.....	44,000 00

Vicksburg..... Mississippi....	Mar. 28, 1854.	4,500	60,000 00	April 25, 1855.	57,021 02	July 31, 1856..	.....	42,247 00
Pensacola..... Florida	.....	.....	22,000 00	.....	.....	.....	821 10	21,178 90
St. Mark's ..... do.....	Government property.	.....	5,000 00	.....	.....	.....	.....	5,000 00
New Orleans..... Louisiana....	July 23, 1855.	12,000	272,800 00	.....	.....	.....	12,403 49	260,396 51
Cincinnati..... Ohio.....	.....	.....	50,000 00	.....	.....	.....	7,329 42	42,670 58
Cleveland..... do.....	Oct. 11, 1837.	12,000	24,870 96	Jan. 15, 1855..	20,000 00	Dec. 31. 1855.	12,624 00	12,246 96
Evansville..... Indiana.....	April 29, 1853.	6,000	24,647 01	June 1, 1353..	40,000 00	July 1, 1855...	18,560 00	6,087 01
Galena..... Illinois	.....	.....	15,000 00	.....	.....	.....	.....	15,000 00
Burlington ..... Iowa.....	Oct. 20, 1855.	3,500	16,500 00	.....	.....	.....	106 85	16,393 15
St. Louis..... Missouri....	.....	.....	6,790 00	.....	.....	.....	6,790 00	.....
San Francisco ..... California...	.....	.....	44,000 00	.....	.....	.....	5,268 80	38,731 20
Marine hospitals undergoing repairs.								
Natches..... Mississippi...	.....	.....	6,035 37	.....	.....	.....	6,035 37	.....
Napoleon ..... Arkansas...	.....	.....	280 94	.....	.....	.....	111 55	169 39
Paducah..... Kentucky...	.....	.....	7,007 59	.....	.....	.....	5,007 59	2,000 00
Chicago ..... Illinois....	.....	.....	8,000 00	.....	.....	.....	26 00	7,974 00
Louisville ..... Kentucky...	.....	.....	13,045 64	.....	.....	.....	12,484 46	561 18
Treasury extension.....	.....	.....	300,000 00	Days' labor...	.....	.....	4,219 87	295,780 13
Lighting and ventilating treasury building.	.....	.....	24,640 00	.....	.....	.....	680 15	23,959 85
New York assay office.....	.....	.....	23,739 24	Days' labor...	.....	.....	17,848 50	5,880 74
Philadelphia mint.....	.....	.....	125,000 00	Days' labor...	.....	.....	41,580 01	83,419 99
Branch mint, New Orleans.....	.....	.....	92,000 00	.....	.....	.....	.....	92,000 00
Branch mint, Charlotte, N. C.....	.....	.....	8,850 00	.....	.....	.....	20 00	8,830 00
San Francisco, appraisers' stores..	.....	.....	100,000 00	June 28, 1855.	53,500 00	March 1, 1856.	25,000 00	75,000 00
New Mexico, public buildings.....	.....	.....	70,000 00	Days' labor...	.....	.....	31,750 00	38,250 00
Minnesota, public buildings.....	.....	.....	11,500 00	Days' labor...	.....	.....	8,088 50	2,411 50
Utah penitentiary	.....	.....	45,000 00	.....	.....	.....	27,847 85	17,152 15

A. H. BOWMAN,
Engineer in charge, Treasury Department.

LIST OF CUSTOM-HOUSES PURCHASED, BUILT, OR NOW IN THE COURSE OF CONSTRUCTION.

Custom-houses purchased—10.

		Cost.
*Portland	Maine	$149,000 00
Kennebunk	do	1,575 00
Castine	do	1,950 00
Wiscasset	do	2,200 00
Portsmouth,	New Hampshire	8,000 00
Philadelphia,	Pennsylvania	264,387 00
Erie	do	29,000 00
Alexandria,	Virginia	7,419 00
Charleston,	South Carolina	60,000 00
Monterey, California—acquired by conquest.		
		523,531 00

* Burned January 8, 1854; being rebuilt.

Custom-houses built—19.

		Cost.
Bangor	Maine	$100,000 00
Eastport	do	35,289 00
Salem	Massachusetts	31,771 00
New Bedford	do	31,740 00
Newburyport	do	23,188 00
Boston	do	1,076,658 00
Providence	Rhode Island	13,395 00
Newport	do	10,000 00
New Haven	Connecticut	8,388 00
Middletown	do	15,656 00
New London	do	20,337 00
New York	New York	1,198,313 00
Wilmington	Delaware	36,828 00
Baltimore	Maryland	185,501 00
Wilmington	North Carolina	55,933 00
Savannah	Georgia	167,448 00
Key West	Florida	1,000 00
Pittsburg	Pennsylvania	111,010 00
San Francisco	California	847,101 00
		3,969,556 00

Custom-houses in the course of construction, or for which appropriations have been made, with the names of their superintendents.

Places where building.	Superintendents.
Bath.....Maine.....	Moses Springer, jr.
Waldoboro' .....do.....	William Bennett.
Belfast.....do.....	Ephraim Swett.
Portland .....do.....	William B. Franklin.
Ellsworth.....do.....	Erastus Redman.
Gloucester.....Massachusetts.....	David White.
Barnstable .....do.....	Thomas Holmes.
Providence.....Rhode Island.....	Thomas Seckel.
Bristol.....do.....	Not yet appointed.
New Haven.....Connecticut.....	Marcus Bassett.
Burlington .....Vermont	Joseph D. Allen.
Plattsburg.....New York.....	Not yet appointed.
Oswego.....do.....	Moses P. Hatch.
Buffalo .....do.....	William H. Pettis.
Newark.....New Jersey.....	C. Harrison Condit.
Richmond.....Virginia.....	Albert Lybrock.
Norfolk ..... do.....	John H. Sale.
Petersburg .....do.....	Not yet appointed.
Wheeling.....do.....	Do. do.
Alexandria .....do.....	Do. do.
Charleston...South Carolina.....	E. B. White.
Mobile .....Alabama.....	D. Leadbetter.
New Orleans...Louisiana	G. T. Beauregard.
Galveston.....Texas	Not yet appointed.
St. Louis.....Missouri.....	George J. Barnett.
Louisville.....Kentucky	E. E. Williams.
Cincinnati.....Ohio	Thomas M. Bodley.
Cleveland.....do.....	Not yet appointed.
Sandusky .....do.....	Do. do.
Toledo.....do.....	Do. do.
Detroit .....Michigan.....	Do. do.
Milwaukie.....Wisconsin.....	Do. do.
Chicago.....Illinois.....	Do. do.
Pensacola .....Florida.....	Do. do.
Astoria.....Oregon.....	Do. do.

RECAPITULATION.

Purchased.....	10
Built.....	19
In construction.....	35
Aggregate.....	64

List of marine hospitals built, with their cost—16.

	Cost.
Chelsea, Massachusetts, (old building)	$28,100 00
Pittsburg, Pennsylvania	70,569 00
Norfolk, Virginia	10,128 00
Charleston, South Carolina	40,715 00
Ocracoke, North Carolina	8,927 00
Key West, Florida	27,100 00
Mobile, Alabama	46,370 00
New Orleans, Louisiana	129,881 00
Natchez, Mississippi	70,285 00
Napoleon, Arkansas	59,081 00
St. Louis, Missouri	92,274 00
Paducah, Kentucky	49,625 00
Chicago, Illinois	49,738 00
Cleveland, Ohio	84,275 00
Louisville, Kentucky	61,939 00
San Francisco, California	185,629 00
	1,014,636 00

Marine hospitals in the course of construction, or for which appropriations have been made, with names of their superintendents—13.

Places where building.	Superintendents.
Portland, Maine	William B. Franklin.
Chelsea, Massachusetts, (new building)	B. S. Alexander.
Burlington, Vermont	Not yet appointed.
Wilmington, North Carolina	Do. do.
St. Mark's, Florida	Do. do.
Pensacola.....do	Do. do.
New Orleans, Louisiana	Do. do.
Vicksburg, Mississippi	John Bobb.
Evansville, Indiana	E. E. Williams.
Cincinnati, Ohio	Not yet appointed.
Detroit, Michigan	William Barclay.
Galena, Illinois	Not yet appointed.
Burlington, Iowa	Do. do.

RECAPITULATION.

Built	16
In construction	13
Aggregate	29

A. H. BOWMAN,
Engineer in charge, Treasury Department.

GENERAL RECAPITULATION.

10 custom-houses, purchased	$523,531 00
19 custom-houses, built	3,969,556 00
35 custom-houses, in course of construction*	7,392,408 00
16 marine hospitals, built	1,014,636 00
13 marine hospitals, in course of construction	872,163 00
Miscellaneous.	
1 assay office, New York, built	100,000 00
1 Philadelphia mint	125,000 00
1 branch mint, Charlotte, North Carolina	8,850 00
1 branch mint, New Orleans	92,000 00
4 territorial public buildings, (capitols and penitentiaries)	181,500 00
1 appraisers' store, San Francisco	100,000 00
1 treasury extension*	700,000 00
Lighting and ventilating upper story of treasury building	24,600 00
103 buildings.	15,104,244 00

* The cost of constructing the New Orleans and Charleston custom-houses and the treasury extension cannot be estimated with any degree of reliability. It is contemplated that all other structures will be completed out of the appropriations applicable to them, with some few exceptions, to which it will be found attention has been called, under their appropriate heads

A. H. BOWMAN,
Engineer in charge, Treasury Department.

No. 53.

REPORT ON MARINE HOSPITALS, BY WM. M. GOUGE

WASHINGTON CITY, *November* 9, 1855.

SIR: On my recent journeys, I, in compliance with your instructions, visited as many of the marine hospitals as lay on my route. Of each that I visited I gave you a particular account, drawn up on the spot; but, in addition thereto, your instructions call for a brief general report on their condition.

At Richmond, Virginia, the sick sailors are well accommodated in good rooms in the medical college, a building that stands in a high and airy part of the city.

At Norfolk, or rather at Washington Point, which lies between the two cities of Norfolk and Portsmouth, we have a good old-fashioned hospital, with grounds well enclosed, and well planted with grass and trees. Some of the property-holders object to having the hospital in their vicinity; but, apparently, without good reason. It has stood where it now is for fifty years, and is on a lot that was set apart for a hospital by the authorities of Virginia, previous to the revolutionary war. The New York city hospital fronts on one of the most frequented parts of Broadway, and the Pennsylvania Hospital is in one of the most elegant and regularly built parts of Philadelphia.

An appropriation has been made for the erection of a hospital at Wilmington, N. C., but it had not been commenced when I was there, owing to the legislature having neglected to pass an act to exempt the property from taxation.

At Charleston, S. C., the United States have a marine hospital, which has been placed under the control of the city authorities. They are allowed the use of the building free of rent, and sixty cents a day for each sick sailor received therein. The sick sailors here are well attended to, and at less expense than would probably be incurred if the government should take the immediate control of the establishment.

At Savannah, Georgia, the sick sailors are boarded in an establishment belonging to the city. They are well attended to.

At St. Mark's, Florida, there is much need for a hospital, as there is no house in the neighborhood, either public or private, in which sick sailors can be properly accommodated. In constructing it, it will be necessary to guard against both the winds and the floods with which that vicinity is sometimes visited.

At Pensacola, the sick sailors are provided for in a building which has been temporarily hired for the purpose. An appropriation has been made to erect a hospital there, but the commencement of it has been delayed, owing to the difficulty of obtaining a suitable site at a fair price.

At Mobile, we have a very good hospital in the outskirts of the city, and the use of a floating hospital at the anchorage in the bay.

At New Orleans, there is a spacious hospital on the Algiers side of

the river. An appropriation has been made for the erection of a new hospital within the bounds of the city. It is not immediately wanted; but it may be by the time it is finished.

At Natchez there is a hospital, which I had not an opportunity to visit; and an appropriation has been made to erect one at Vicksburg.

At Napoleon, at the junction of the Arkansas and Mississippi rivers, there is a large hospital, which has been recently opened for the reception of sick boatmen.

At St. Louis there is, likewise, a large hospital that has recently been opened for the reception of such sick boatmen as have contributed to the marine hospital fund.

An appropriation of $15,000 has been made for the erection of a hospital at Galena, Illinois. It has not been commenced, owing to the legislature not having passed an act to exempt the property from taxation. The number of sick boatmen is there so few, that the sum appropriated ought, as is conceived, to cover the whole cost of the ground and the buildings.

At Detroit and Buffalo, the sick sailors are boarded in the hospitals of the Sisters of Charity. Provision has been made for the erection of a hospital at Detroit.

At Chicago there is a very large marine hospital. A small appropriation is wanted to put the grounds in suitable order.

At Cleveland there is a very elegant hospital, which was not quite finished when I saw it, though some of the rooms were then occupied.

At Cincinnati, Ohio, the sick boatmen are boarded in the Commercial Hospital, an institution which has the patronage of the city and the county. An appropriation has been made for the erection of a marine hospital in that city, but it has not yet been commenced, owing to the difficulty of obtaining a suitable site.

At Pittsburg, or rather at Manchester, in the vicinity of Pittsburg, there is a large marine hospital.

At Oswego, New York, and Burlington, Vermont, the sick sailors are provided for in private boarding-houses. An appropriation has been made for the erection of a marine hospital at Burlington.

At Portland, Maine, the sick sailors are boarded in a private hospital. A large marine hospital has there been commenced.

At Chelsea, near Boston, there is a good old-fashioned hospital; but it is not large enough, and measures have been taken for the erection of a new one, on a more extensive scale.

At New London, Connecticut, the sick sailors are sent to private boarding-houses.

At New York they are well provided for in the New York city hospital, and in the Brooklyn hospital.

At Philadelphia the greater part of them receive every requisite attention in the Pennsylvania Hospital, though a few are sent to a hospital recently established by the Protestant Episcopalians in another part of the city.

At Baltimore they are placed in a hospital which is under the care of the Medical Department of the University of Maryland.

From what I have seen I have come to the following conclusions:

1. That where private enterprise, private benevolence, or the local authorities, have erected suitable hospitals, it is better for the

United States government to send its sick sailors to them, rather than to erect hospitals of its own. Nowhere are the sick sailors better attended to than in the hospitals of New York, Brooklyn, and Philadelphia, though the cost per man is less than half as much as it amounts to in some of our marine hospitals.

2. That in those towns in which there are as yet no hospitals erected by private benevolence, or by the local authorities, it will be well for the United States to hold out encouragement for the erection of such hospitals, by engaging to pay a fair price for such sick sailors and boatmen as may be received into them. It costs less to support one hospital having accommodations for fifty persons, than two hospitals having each accommodations for twenty-five. With the board received for United States patients many hospitals might be sustained, which could not otherwise be supported; and, at the same time, the government will have to pay less than would be required to defray the expenses of hospitals of its own. By government's co-operating in this way with the local authorities, and with benevolent individuals in the private walks of life, the sum total of the cost of the hospital service of the country will be diminished, while the government will, at the same time, avoid any improper entanglement with the affairs of the local authorities, or of private persons. It will simply engage to give them a specific sum for a specific service; and if they do not perform that service properly, it will make other provisions for its sick sailors and boatmen.

3. That, in order that all who contribute to the marine hospital fund may share in its benefits, it will be necessary, in those places where there neither are, nor are likely to be, public or private hospitals, for the United States government to encourage the keepers of some private boarding-houses to set apart a few rooms exclusively for the use of the sick, providing them with bathing apparatus and whatever else is most requisite to such as are under medical treatment. The annual cost of upholding twenty or thirty of such boarding-houses would be less than that of sustaining one marine hospital. The advantages of them would be great. The sailor, whenever he was taken sick, would have the chance of prompt relief.

4. That the hospitals at Brooklyn, New York, and Philadelphia, are, in their structure and arrangements, the best I have seen, and as such well deserving the attention of architects who may be employed in the erection of marine and other hospitals.

5. That pest-houses, or houses for the accommodation of persons afflicted with smallpox, or other contagious and infectious disorders, should never, but in extreme cases, be erected by the United States government. If so erected, they will but imperfectly serve the purposes intended, for others besides sailors and boatmen are liable to be in this way afflicted. One pest-house is wanted in each commercial town; but one is enough. The local authorities know best where it should be placed, and how it should be managed. The United States government should, of course, pay a fair price for such sailors or boatmen as it may send to those pest-houses.

In some towns there appears to be a desire, on the part of some of the inhabitants, to have marine hospitals erected, not because they are actually wanted for the relief of sick sailors or sick boatmen,

but simply that additional sums of public money may be there expended. If this feeling be not checked, we shall have sinecure surgeons, sinecure stewards, sinecure matrons, and sinecure nurses, without number. We have too many such already. The whole surplus revenue will not suffice, if the public money is to be expended in certain localities, not because the public good requires it, but for the enrichment of individuals.

The condition of the flat-boatmen and the raftsmen on the Mississippi and its tributaries demands attention. They perform as long voyages as the steamboat-men, some of them for thousands of miles, and on the waters of different States. They are as liable to be taken sick at a distance from home as are the steamboat men, or the sailors engaged in the coasting trade. Yet, as they contribute nothing to the hospital fund, they have no right of admission into the marine hospitals. If they could be registered, and made to contribute to the hospital fund, it would be greatly to their advantage. They are a class of men who, after a little instruction, would yield important service on ship-board in case of a maritime war; and, on such an occasion, no man would be more forward than they to offer their services to their country.

If difficulties should stand in the way of their being registered, I would respectfully suggest whether they might not be admitted into the marine hospitals on condition of their paying a small sum per day, as is now done by foreign sailors.

I pen these remarks with the expectation of being separated, at least for a time, from the Treasury Department. My intercourse with you and the other gentlemen of the department has been very pleasant; and so also has been my intercourse with the treasury depositaries, the supervising and local inspectors of steamboats, and the officers of the marine hospitals. I have taken great interest in the different branches of public duty on which I have been engaged, but I would have discharged them more to my own satisfaction if they had not been so multifarious. Any one of these branches of duty would give full employment to the time and faculties of one man. A proper division of labor is of as much importance in affairs of government as it is in the concerns of private life. A great advantage is gained when a public officer can concentrate his faculties on a single object. But though, with every year, the duties of the Secretary of the Treasury increase, provision is not made to give him the additional aids which the increase of his duties requires. Especially are good travelling agents wanted to connect together different parts of systems which are scattered all over the country, but which require general supervision to make them what they ought to be. If you had one aid who could devote all his time to the treasury depositories, another to the marine hospitals, and another to the steamboat law, I believe that the intentions of Congress in relation to these objects would, thereby, not only be more satisfactorily carried into effect, but that there would ultimately be a great saving to the public treasury.

I remain, very respectfully, your obedient servant,

WM. M. GOUGE.

Hon. JAMES GUTHRIE,
Secretary of the Treasury, Washington City, D. C.

Statement of the operations of marine hospitals, including other arrangements (where there are no hospitals) for affording relief to seamen in ports of the United States, during the fiscal year ending June 30, 1855.

Name of port or place.	Arrangements for relief.	Amount of moneys received.	Amount expended for relief.	No. of seamen admitted.	No. of days' relief afforded.	Cost per day, each patient.	Remarks.
Alexandria, Va	Private boarding	$648 57	$236 33	21	518	$0 45.6	
Apalachicola, Fla	do	330 82	1,976 70	70	2,732	73.5	9 months.
Baltimore Md	Baltimore Infirmary	5,182 96	4,511 71	282	10,040	44.9	
Bangor, Me	Private boarding	394 93	991 69	117	1,653	59.9	
Bath, Me	do	568 66	1,421 17	59	2,260	62.8	
Belfast, Me	do	448 07	664 60	102	2,060	32.2	
Beaufort, N. C	do	66 60	140 77	11	149	94.4	
Bristol, R. I	do	136 98	216 90	10	413	52.5	
Boston, Mass	Organized hospital, Chelsea	13,822 36	19,454 17	987	22,278	87.3	
Buffalo, N. Y	Hospital of Sisters of Charity	2,169 50	4,575 78	252	7,446	61.4	
Brunswick, Ga	Private boarding	84 64	588 10	53	621	94.7	
Barnstable, Mass	do	1,588 29	4,230 71	220	6,288	67.2	
Bridgetown, N. J	do	938 05	498 21	31	1,037	48.0	
Champlain, N.Y	do	80 80	296 31	31	680	43.6	
Camden, N. C	Contract with Dr. Williams	456 10	1,952 63	136	2,749	71.0	
Cape Vincent, N. Y	Private boarding	260 70	491 47	32	1,184	41.5	
Charleston, S. C	With city authorities	3,539 16	4,187 62	312	6,082	68.8	
Cleveland, Ohio	Organized hospital	1,248 18	8,594 18	340	12,400	69.3	
Chicago, Ill	do	1,547 05	13,443 61	723	17,987	74.7	
Cincinnati, Ohio	Contract with Dr. Baker	1,257 66	13,844 41	317	19,222	72.0	
Detroit, Mich	With hospital in city	2,009 80	6,499 15	327	13,396	48.5	
Edgartown, Mass	Private boarding	343 41	1,823 91	53	2,649	68.8	
Fairfield, Conn	do	570 05	332 71	13	502	66.0	
Frenchman's Bay, Me	do	764 61	1,108 28	72	2,294	48.3	
Galveston, Tex	do	1,020 84	3,124 23	199	3,479	89.8	
Georgetown, D. C	Washington Infirmary	549 27	613 08	33	1,393	44.0	
Georgetown, S. C	With commissioners of the poor	61 36	624 62	33	804	77.6	
Key West, Fla	Organized hospital	576 67	3,583 13	201	2,954	1 21.0	
Louisville, Ky	do	1,701 30	10,530 06	290	10,169	1 3.0	

Middletown, Conn	Private boarding	765 39	690 23	69	1,721	40.1	
Milwaukie, Wis	do	1,779 43	1,936 76	124	3,592	53.9	
Memphis, Tenn	At Memphis hospital	234 00	1,295 69	149	1,125	1 15.0	
Mobile, Ala	Organized hospital	2,125 93	10,255 05	453	8,734	1 17.0	
Machias, Me	Private boarding	588 68	272 73	11	532	51.2	
Napoleon, Ark	Organized hospital	1,495 86	2,482 07	43	683	3 63.0	6 months.
Natchez, Miss	do	4,774 00	4,982 84	18	493	10 10.0	
Newbern, N. C	Private boarding	584 00	531 82	35	708	75.2	
Nashville, Tenn	do	310 20	103 19	5	289	35.7	
New Orleans, La	Organized hospital	8,297 03	45,943 75	2,359	50,886	90.2	
Newport, R. I	With keeper of City hospital	412 76	476 92	17	695	80.1	
New York, N. Y	With hospitals in city and in Brooklyn	40,461 60	26,278 75	1,475	56,422	46.5	
New Haven, Conn	With General Hospital Society of Connecticut	1,187 67	995 88	89	2,738	36.0	
Norfolk, Va	Organized hospital	1,675 30	4,042 04	162	5,549	72.8	
New London, Conn	Private boarding	837 65	501 67	38	710	70.6	
Ocracoke, N. C	Organized hospital	2,844 00	3,408 04	85	1,310	2 60.0	
Paducah, Ky	do	3,344 82	6,291 48	179	2,735	2 30.0	
Passamaquoddy, Me	Private boarding	479 30	932 91	74	1,704	54.7	9 months.
Penobscot, Me	do	476 87	662 70	37	1,300	50.9	
Pensacola, Fla	Temporary organization	247 38	6,149 75	110	2,785	2 20.0	
Philadelphia, Pa	Pennsylvania hospital	7,324 90	7,604 86	493	15,317	48.6	
Pittsburg, Pa	Organized hospital	1,620 19	6,301 62	122	4,107	1 53.0	
Portsmouth, N. H	Private boarding	194 98	1,074 40	64	2,856	37.6	
Plymouth, N. C	do	505 52	807 10	64	1,171	77.5	
Providence, R. I	At City hospital	886 26	2,993 72	114	4,886	61.2	
Richmond, Va	Private boarding	354 00	302 58	19	404	74.8	
Sackett's Harbor, N. Y	do	408 09	476 37	45	1,122	42.4	
St. John's, Fla	do	354 07	65 08	8	67	97.1	
San Francisco, Cal	Organized hospital	6,786 50	37,648 61	1,298	39,764	94.6	9 months.
St. Louis, Mo	Temporary organization	3,646 95	4,655 25	367	9,955	46.7	
Wheeling, Va	Private boarding	760 57	416 12	16	632	65.8	
Wiscasset, Me	do	144 86	1,241 95	55	2,784	44.5	
Waldoboro, Me	do	1,182 99	1,366 07	116	2,417	56.5	
		139,479 15	293,734 24	13,640	385,632		
Average cost per day of each patient for all the hospitals						95.2	

No. 54.

REPORT OF THE LIGHT-HOUSE BOARD.

TREASURY DEPARTMENT,
Office Light-house Board, October 31, 1855.

SIR: I have the honor to submit, in conformity to your instructions, a report of the proceedings of this Board, and of the operations of the light-house establishment, under its management, during the fiscal year of 1854–'55.

The ordinary routine duties of providing and distributing the necessary supplies of oil, wicks, chimneys, cleaning materials, &c., to the different light-houses and light-vessels; making examinations and inspections; estimates of cost of repairs to the different towers, buildings, sea-walls, and vessels, and superintending the necessary repairs; cleaning, painting, numbering and replacing all the buoys authorized by law; preparing correct lists of buoys, beacons and lights; publishing and distributing the necessary notices to mariners of the exhibition of new lights, and of the changes of distinctions of old ones, have been performed under the general instructions and by special direction from this office, in an efficient and economical manner, by the different district inspectors, local superintendents, and the engineer officers of the army, detailed from time to time for this service, in conformity to the acts of Congress.

Many of the aids to navigation embraced in the light-house appropriation bill of August 3, 1854, have been completed; the others have either been condemned as unnecessary, in conformity to the 7th section of the act making the appropriations, or are in process of execution.

In some cases there has been delay in commencing works, in consequence of defects to titles to the sites, want of cession of State jurisdiction, &c.

In all cases in which cession of State jurisdiction is still required to perfect the titles to the sites, applications will be made to the respective State legislatures at the ensuing sessions, for the passage of the necessary laws on the subject.

The continued demand for, and the high prices of labor and materials, have impeded, to a considerable extent, the operations in the renovating and repairing branch of the light-house service, and have restricted the operations under this head to within a much narrower limit than was anticipated; yet, on the entire coast, there is scarcely a light station of those established prior to the organization of this board, that has not undergone some repairs during the past year; many of them have received very considerable, although not thorough repairs, in consideration of their original bad construction and the necessity for entirely rebuilding them at an early day; while many others have been completely rebuilt upon proper plans, on secure foundations, and of the best materials adapted to the respective localities.

A large number of small lens or Fresnel apparatus has been introduced into such of the old light-houses, during the year, as required new illuminating apparatus, where the lanterns and towers were in a sufficiently good state to warrant their introduction, to the great benefit of the navigating interests and economy of the service, in the diminished consumption of oil and other supplies.

The only drawbacks experienced to the speedy and complete change of the system, from the inefficient and expensive reflectors and lamps, to that of the more efficient and much less expensive lens system, are, the necessity for confining the expenditures under the head of repairs and renovations to the limited amounts annually appropriated for that service, the estimates for which were based upon those of previous years, when labor and materials commanded lower prices than at present, and the time necessary for constructing the number of apparatus required for so many light-houses.

The saving in the consumption of oil and other supplies, anticipated by the substitution of lens for reflector apparatus, has been fully realized, as will be seen by the reports of the different inspectors, in the appendix to this report.

This important item in the economy of the light-house service will be fully appreciated by comparing the quantities of these supplies, now actually required for the lights fitted with both lens and reflector apparatus, with what would have been required had no renovations been made, and had all the light-houses authorized in 1852, and subsequently, been fitted, as under the old system, with the necessary number of lamps and reflectors.

The number of lights in actual existence or authorized up to the 3d of March, 1855, excluding those to be discontinued, is 511; which, at an average of ten lamps and reflectors to each one, (the average under the old system) would make 5,110 lamps to be provided with oil, at an average of forty gallons per lamp, or 204,400 gallons of oil per annum, while the estimate for oil for the next fiscal year is only 148,150 gallons, making a saving of not less than 56,250 gallons per annum; which, at the present rate, including the expense of delivery, would be (at $2 25 per gallon) $126,562 50. This saving will continue to increase annually in the ratio of the introduction of the new apparatus, until the consumption of oil is brought down to its minimum quantity, of about one-fourth the whole quantity which would have been required for a like number of reflector lights.

A still greater proportionate saving will be found in the expenditure of other supplies, both in the quantity required and the expenses of delivery at the different light stations.

The system of buoyage and beaconage, under the act of Congress of 1850, has been steadily continued, with increased and daily increasing advantage to the navigating interests. The number of aids of this description authorized and required for this branch of the service, the casualties arising from ice during the winter months on the eastern coast, the frequent changes in the bars and channels, and the necessity of keeping a constant watch over every part of the coast where they are placed, especially during the season of hurricanes and gales, render this duty one of great labor on the part of the inspect-

ors, and of heavy expense to the service. The semi-annual removal and replacing of all the buoys on the coast, the frequent inspection and examination of them to verify their positions, and the publication from time to time of corrected lists showing positions, bearings from and to prominent points in the vicinity, and brief remarks to aid the navigator, are realizing all the benefits to navigation (and in an economical point of view) that were anticipated. Under this system, too, a comparatively small number of buoys are driven far from their positions, and but few of those thus removed from their stations by ice, freshets, and gales, are lost to the service.

The rapid accumulation of marine, animal, and vegetable matter upon buoys while in position, renders it indispensable that they should be frequently removed and newly painted ones substituted, otherwise they fail to meet the wants of the navigator in consequence of the small surface presented to his view, and the difficulty of distinguishing one from another.

Efforts have been made to prevent injury to the wooden buoys by the marine worm which is so destructive on many parts of the coast, by the use of zinc paint in coloring them. This has been found to answer the desired end when the bouys have not been permitted to remain too long in the water. The old system of coppering buoys has been abandoned. The first cost of buoys so defended was found to be much greater than even that of iron ones, which are much more durable, and they afforded a great temptation to persons to remove, injure or destroy them for the purpose of demanding salvage and for the large amount of copper on them. First-class can and nun buoys are employed to mark the channels, shoals, and rocks of the most important localities. Second-class can and nun buoys are employed for a similar purpose in localities of a secondary importance, and third-class can and nun and spar buoys are employed to mark swash channels, rivers, small harbors, &c.

In localities visited during the winter by floating ice, spar-buoys of proper dimensions are substituted for the cans and nuns during the winter months. A few other descriptions of buoys are used as exceptions to the general rule, chiefly as distinctions for localities which it is important should be recognised by the mariner, and should be seen far enough to warn him of his approach to the particular danger.

Among the more recent improvements in this class of aids to navigation, is the introduction of bell-buoys. There are now nine of these buoys occupying important stations, serving at night and in foggy weather to warn the mariner of his proximity to, or to guide him clear of danger. They are constructed in the most substantial manner, upon models particularly adapted to an easy rolling motion, by which the bells are rung; the hulls are divided into compartments, each being fitted with a pump for the purpose of freeing it from water in the event of leaking.

The frequent damage done to buoys by being run down by vessels, and their removal by pilot-boats, fishing-smacks, and other small craft making fast to them to avoid the trouble of anchoring to wait for wind or tide, to the endangering of vessels which seek to be guided by them, and to the serious detriment of the public service, would

seem to render it expedient to pass some general law by which to prevent navigators from unnecessarily damaging, or withdrawing from their proper positions, the buoys and stakes placed at the government expense for their particular benefit.

The legislatures of some of the States have passed laws for protecting all the aids to navigation within their limits, and the act of Congress approved March 3, 1825, "more effectually to provide for the punishment of certain crimes," &c., might possibly be construed to embrace these objects also, but it is considered exceedingly questionable whether the one or the other meets these difficulties. The law, to be effective, should be a general one, extending over every part of the coast of the United States, and drawn sufficiently in detail to meet every case which could possibly occur. The absence of any restriction of the kind in the waters of one State, emboldens those who find it convenient to use buoys for the purpose of warping their vessels by, or making fast to, during adverse winds and tides, or for any other purpose to disregard them where they exist. This has been a fertile source of complaint on the part of mariners on almost every part of the coast, and it is believed a legislative remedy for the evil would be productive of much general good to the navigator, and of a great saving of money to the government.

During the last year every light-vessel on the coast, occupying a prominent or important position, requiring a considerable range for the light, has been fitted with new and the most approved illuminating apparatus for this description of aid to navigation, with but one exception, and for that station a new vessel is now building.

Two years ago, of the fifty light-vessels in service, there was not one fitted with illuminating apparatus which would produce a light that could be seen under ordinary circumstances more than a few miles. Now there are nineteen light-vessels, occupying the most prominent positions on the coast, which are fitted with the improved illuminating apparatus, producing lights which can be seen, under ordinary circumstances, very nearly as far as a light on land of equal elevation.

In many of the light-vessels occupying less important stations, where the lights are not required to be seen more than a few miles, a lamp has been introduced producing a light of sufficient power at a greatly diminished expenditure of oil.

These renovations and improvements are steadily progressing, limited only by the appropriations available for repairs and improvements of light-vessels.

This branch of the lighting service was subjected to more than ordinary outlays, especially on the eastern coast during the last winter, caused by the number of heavy gales and the unusual severity of the storm season.

Fog-bells of the proper sizes have been placed on board of all the light-vessels, to be rung by the crews during foggy weather.

Light-vessels as aids to navigation, being at best inferior to lights in towers, will, it is hoped, gradually give place to permanent structures upon pile or other proper foundations similar to those erected, in course of erection, or authorized at Minot's ledge, in Delaware bay,

on the coast of Florida, coast of Louisiana, in Chesapeake bay, and in the waters of North Carolina.

The successful experiments of Major Hartman Bache at the Brandywine shoal, in Delaware bay, of Major Linnard at Carysfort reef, and of Lieutenant Meade at Sand key, Florida, have, it would seem, removed all doubts as to the utility and practicability of erecting permanent structures at many places on the coast, now marked by light-vessels, while the greater efficiency and economy of the permanent structures are unquestionable.

Fog-signals to be worked by machinery have been constructed and placed at nearly all the points on the coast at which they have been authorized; for those points not yet supplied, contracts have been entered into for the machinery and bells, and the works are in process of construction.

Having given this brief general view of the operations of the past year, and the present condition of the service, it is necessary, for a clearer understanding of the subject, to give a somewhat more detailed account of the operations in the several light-house districts, by referring to the reports, in the Appendix to this report, of the inspectors and engineer officers charged respectively with the works of construction, repair, renovations, inspections, and the general routine duties of the light-house establishment.

In the first light-house district, embracing the seacoasts and navigable waters of Maine and New Hampshire, the service has been under the charge of, and performed in a most satisfactory manner by, Lieutenant W. B. Franklin, of the corps of topographical engineers, light-house inspector of the district.

The aids authorized within this district, in the light-house bill of August 3, 1854, in addition to those previously authorized, and the ordinary routine duties of repairs, renovations, improvements, buoyage, beaconage, &c., have given to Lieutenant Franklin, who performs all the duties both of engineer and inspector of the district, an unusually large number of works to execute during the past year.

In this district, the Boone Island, Petit Menan, Baker's Island, and Franklin Island light-houses, have been rebuilt and refitted with suitable lens apparatus. New lanterns have been placed upon Saddleback Ledge, Cape Elizabeth, Whale's Back and Nashe's Island light-houses.

New illuminating apparatus has been placed in Wood Island, Isle of Shoals, and Hendricks' Head light-houses.

Extensive repairs have been made at the Portland Head, Cape Elizabeth, Negro Island, and West Quoddy Head light-houses.

New dwellings for keepers have been erected at Owl's Head, Moose Peak, and Libby Island light-houses.

New lens apparatus has been substituted for reflectors at Little River, White Head, Portland Head, Cape Elizabeth, Whale's Back and Portsmouth light-houses.

A fog-bell has been placed at Portland Head light-house, and the one heretofore at Petit Menan has been altered from the original pattern, and now performs well.

Additional buoys and a bell-buoy have been placed to mark the approaches to Portland. Additional buoys have also been placed in the

Kennebeck and Sheepscot rivers. Also one buoy, beacon, and three spindles in Rockport harbor, a beacon on Steel's ledge, and one on Trott's ledge.

The western entrances to Edgemoggin reach, Fox Island thoroughfare, and Deer Island thoroughfare, have been buoyed throughout.

Additional buoys have been placed in Mount Desert harbor.

Dangerous ledges near Petit Menan island have been marked by buoys. The Moose Peak reach and St. Croix river have been buoyed, a large beacon erected on a dangerous ledge below Calais, and two large beacons are under construction to mark the channel through the narrows in West Passamaquoddy bay.

All the beacons and buoys have been colored and numbered, in conformity to the act of Congress and the regulations.

There has been a marked improvement in all the aids to navigation on the coast of Maine within the last two years.

Various causes have combined to bring about this desirable end; but the chief one has been the dissemination of knowledge among the different light-keepers, and the increased interest felt by them in the performance of their duties as they advance in knowledge.

Great efforts have been made to place the long neglected towers, buildings, apparatus, buoys, and beacons on this coast, in an efficient state; and to that end, the works of repair and renovation have been pushed forward with great energy, and all available means expended in the most judicious and economical manner.

The number of buoys placed during the last year, under the acts of Congress, has nearly doubled that of any previous year.

The recommendations of the inspector to rebuild certain light-houses in this district seem to be eminently proper, and the estimates are placed accordingly in the table of proposed new appropriations.

For an account of the details of the different branches of the light-house service in the first district, of the past and present condition of the aids, and of proposed improvements, see Table A, and Appendix No. 1, hereto appended.

In the second light-house district, embracing the entire coast of Massachusetts, including Boston bay, Buzzard's bay, Vineyard sound, and their tributaries, the works of construction, renovation, and repair have been under the charge of Major C. A. Ogden, of the corps of engineers.

Three beacon range lights have been completed at Holmes's Hole harbor; a light-house built at Bass river; repairs made at the Newburyport beacons; on Fawn Bar beacon, in Boston harbor; and efforts made to preserve the site of the light-house on Billingsgate island, during the last year, in addition to the ordinary general annual repairs at each of the light-house stations in the district.

Among the new works under construction are the Point Alderton Bar beacon, and the light-house at the narrows, Boston harbor; the light-house on Egg Rock, off Nahant; rebuilding Brant Island and Gay Head light-houses, and the erection of a light-house to mark the dangerous rocks called the "Sow and Pigs," marking the entrance to Buzzard's bay from the Vineyard sound.

Fawn Bar beacon having been destroyed during the last winter, is

now in process of re-construction, upon a plan and foundation that will insure to it permanency.

An iron bell-buoy has been constructed to mark the ledge known as the "Graves," and another on the ledge called "Harding's," in Boston bay.

Renovations have been made in this district to the extent of the means available for that object. A few changes only have been made in the apparatus during the past year, but it is contemplated to introduce, during the coming fall, a large number of fourth, fifth, and sixth order lens apparatus, as substitutes for the old reflectors, now in many instances worn out.

The inspections, buoyage, light-vessels, and the general superintendence and management of these different branches of the light-house service in the second district, have been for the last six months in charge of Lieutenant C. H. B. Caldwell, of the navy, as inspector of the district, and in whose hands these aids to navigation have been, in that short space of time, greatly improved.

The arduous and difficult task of buoying, and keeping in position the buoys in this district, has been performed with great satisfaction, and in a uniform and systematic manner, never before successfully accomplished in this district.

Accurate beacon and buoy lists for this district have been prepared and published, (for the first time,) since the detail of Lieutenant Caldwell as inspector.

The number of light-vessels in this district, occupying important and very exposed positions, require great attention and watchfulness, especially during the storm season, to keep them in position and in an efficient state.

The rigor of the past winter, and the unusual number of storms, rendered this service one of great difficulty, and was attended with more than ordinary incidental expenses.

All the light-vessels in this district have been thoroughly repaired and fitted with the most approved illuminating apparatus during the past year. Moorings of the proper sizes and weights, and of the most approved description, have been provided for these vessels, and with an ordinary degree of attention to their duties by the keepers they may be maintained at their respective stations during the entire winter.

Of the new aids authorized in this district, steps have been taken for executing the law with all practicable despatch.

The recommendation of the engineer officer of a small appropriation for rebuilding the beacons at Newburyport, and for the light-house at Billingsgate island, on a proper site, are considered highly proper, and are recommended to the favorable consideration of Congress.—(Appendix No. 2.)

The important work authorized to be erected on the Outer Minot Rock, entrance to Boston harbor, has been commenced during the past summer under the direction of Lieutenant B. S. Alexander, of the corps of engineers, under whose special charge the work has been placed. The difficulties to be overcome in the early stages of the *work render* its progress necessarily slow.

During the past summer considerable work in the way of preparing the rock for the first course of masonry, in providing the necessary means for carrying on the work from the shore adjacent, &c., &c., has been done, and it is designed to continue such operations as may be found practicable, without intermission.

A new light-vessel has been built at the navy yard at Kittery, Maine, for "Davis's New South Shoal;" and one has been built at the navy yard, Boston, to be placed to mark the danger known as the "Bishop and Clerks," in the Vineyard sound, Mass.

In the third light-house district, embracing the coasts of Rhode Island, Connecticut, New York, and part of New Jersey, including the waters of Long Island sound, Hudson river, and Lake Champlain, the general duties of inspections, buoyage, beaconage, and the detailed management of the light-house service, have been under the charge of Commander A. Ludlow Case, of the navy; and the general duties connected with constructions and repairs under the directions and control of Captain George Dutton, of the corps of engineers.

Major W. D. Fraser, of the corps of engineers, has had charge of the works of construction, &c., on Lake Champlain; and Lieutenant E. B. Hunt, of the same corps, has had charge of the works of construction and repair in the Newport subdivision of the district.

In this last-named division of the third district the Bristol Ferry and Lime Rock lights have been erected and completed; repairs made at Nayat Point light-house, and at Goat island. The rebuilding of Watch Hill light-house is nearly completed, and that of Beaver Tail is in process of construction.

The recommendations of Lieutenant Hunt in relation to the providing of a house for the keeper of the Lime Rock light, and for repairs at Dutch island and Nayat Point, and for the protection of the sea-wall at Watch Hill, are, it is believed, worthy of the consideration of Congress.

The proposed change of site and rebuilding of the light-house on Block island, is one of pressing necessity. (See Appendix No. 3, hereto attached.)

The ordinary annual (general) repairs to light-houses and beacons have been made under the direction of Captain Dutton, embracing nearly every light station in the district.

Of new constructions under the charge of this officer, the light-house on Gardiner's island has been completed and lighted; six range beacon-lights in New York bay, nearly completed; a monument on Mill reef, in Kill van Kill, completed; a beacon on West Oyster-beds, in Newark bay, completed; a beacon on Sand Spit, in Sag harbor, completed; and a beacon at Plum Gut, in process of erection.

Examinations have been made with the view of erecting a beacon or spindle on Race Rock; for beacons in the Connecticut river; for beacons in Fisher's Island and Long Island sounds; and the necessary preliminary steps taken for their early erection.

The estimates submitted by Captain Dutton for protective works, are such as are indispensable to the safety and preservation of the government property at those points. (See Appendix No. 5 and Table A, hereto attached.)

In the other branches of the light-house service in the third district, in the special charge of Commander Case, of the navy, embracing light-vessels, buoys, substituting new for old illuminating apparatus, distribution of supplies of all kinds, and illuminating apparatus for the different districts, &c., the service has been performed most successfully and satisfactorily.

The buoyage of the different channels into New York bay and harbor upon a uniform and systematic plan, the defining of the positions of the different beacons and buoys, and the publication of correct lists of the same, under the personal superintendence of the inspector, have added greatly to the facilities for entering the bay and harbor.

This systematic plan of buoyage has been fully carried out in Narragansett bay and tributaries, and is near completion in the entire length and breadth of Long Island sound, and adjacent navigable waters.

The light-vessels have been placed in a thoroughly efficient state o repair, securely moored, and fitted with the best description of illuminating apparatus.

Fog-signals have been placed at Gull island, Dumpling Rock, New London, Saybrook, Throgg's Neck, and Sandy Hook light-houses. Fog-bells which have been authorized for other points are in process of construction, and will be put up at an early day.

An iron bell-boat has been constructed, and is about to be placed to mark the dangerous ledge at the entrance to Long Island sound, known as Shagwong reef.

New illuminating apparatus has been provided and placed at the following light stations, viz: Fort Tompkins, Robbin's reef, Bergen Point, Roundout creek, Cedar island, Esopus Meadows, Saugerties, Coxsackie, Morgan's Point, Poplar Point, Norwalk island, Stratford Point, and at Point Judith.

Cession of jurisdiction has been obtained over the sites of all the authorized new works, and title deeds are in process of verification by the law officers in all cases in which purchases have been agreed upon.

The general condition of all the branches of the light-house service in this district has been greatly improved, and is considered to be in a most satisfactory state.

Renovations and improvements have been limited only by the restricted means at the command of the board.

A great saving of oil and of other annual supplies, effected by the introduction of lens apparatus, is as apparent in this as it has been found in other districts.

The small sum of $4,000, appropriated August 3, 1854, for a light-house at Horton's Point, is found to be wholly inadequate to the erection of the building and providing suitable apparatus; and, as the light is one of considerable importance, an additional sum is asked for that purpose.

The rebuilding of the Bergen Point and Passaic River light-houses, and the recommendations for small lights on the Hudson river and in Narragansett bay, are objects worthy of the attention of Congress.

The central position of New York, commercially speaking, and the facilities found there for distributing illuminating apparatus and sup-

plies to the different parts of the Atlantic, Gulf, Lake, and Pacific coasts, add greatly to the duties of the inspector of the third district, all of which have been performed with a promptness, system, and economy worthy of the highest commendation.

(See Appendix Nos. 4, 5, 6, and Table A, hereto attached.)

The fourth light-house district, embracing parts of the coasts of New Jersey and Virginia, and the Delaware bay and tributaries, is under the charge of Lieutenant James S. Biddle, of the navy, as inspector.

The buoyage of the inlets on the seacoasts of New Jersey and Virginia, within the limits of this district, and of the Delaware bay and river, has been completed in the best manner and is kept in the most efficient and satisfactory state.

A bell-buoy has been placed to mark the dangerous shoals off Absecum, New Jersey, and another to mark the Fenwick's Island shoal, off the coast of Delaware.

Bell-buoys have also been constructed by contract, under the directions of Lieutenant Biddle, for Charleston, South Carolina, the Southwest Pass of the Mississippi river, for relief in the district, and for Ocklockonee shoals, on the coast of Florida.

Renovations have been made and lens apparatus placed in the Barnegat, Tucker's Beach, Delaware Breakwater, Cape Henlopen Beacon, Mahon's River, Bombay Hook, Cohansey, Christiana, Reedy Island, and Mispillion light-houses.

The inspections of lights and other aids in the district, and the general supervision of the service, have been frequent and thorough, resulting in a marked improvement in their condition.

A light-vessel has been placed at Five Fathom bank, fitted with improved apparatus, and the vessel belonging to that station has been brought into port to undergo necessary repair and to be fitted with new apparatus. For a detailed account of the service in the district, see Lieutenant Biddle's report, Appendix No. 7.

The works of construction and of extensive repair in this district are under the charge of Lieutenant G. G. Meade, of the corps of topographical engineers, who relieved Major Hartman Bache, of the same corps, during the past year.

The works now in progress in the district are, a first-class light-house in course of erection at Absecum, New Jersey; refitting the Cape Henlopen light-house with a first-order lens apparatus; the erection of the Cross Ledge and Ship John Shoal screw-pile light-houses; the preservation of the sites at Reedy island and Cohansey; and the superintendence of the construction of fog-bell machinery for different light stations along the coast.

The estimates submitted by Lieutenant Meade, for the completion of the works for which partial appropriations have been made in this district, and for the protection of Brandywine Shoal light-house, are recommended to the favorable consideration of Congress, as being essential to the early completion of the several works now in course of execution.

The pressing necessity for re-building the light-house at Barnegat,

New Jersey, at an early day, and the urgent need of a light of greater range and power at that point, will be clearly seen by referring to the reports of Lieutenants Meade and Biddle, hereto appended.

This is one of the objects which attracted the attention of the temporary light-house board in 1851, and has never been lost sight of by the present board since its organization, in 1852. Its location, with reference to the entrance to the harbor of New York; the immense number of vessels, of all sizes, dependent upon it as a guide in approaching the great centre of commerce; and the recollection of the loss of a large number of human beings annually, by shipwreck, will, it is hoped and believed, commend it to the special favor of Congress.

The light recommended by the inspector to be placed on Fenwick island has been petitioned for, on various occasions; and it is believed its establishment would conduce greatly to the protection of life and property from shipwreck, on the dangerous coasts of Delaware and Virginia. (See reports, Appendix, Nos. 7, 8, 9, 10, and 11.)

In the fifth light-house district, embracing the coasts of Maryland, part of Virginia and North Carolina, Chesapeake bay and tributaries, in charge of Lieutenant A. M. Pennock, of the navy, the usual activity has been displayed in the buoy, light-vessel, and inspection service. (See Appendix No. 12, hereto attached.)

All the light-vessels have been thoroughly repaired, and have been kept at their respective stations during the whole of the last season of storms. Many of them, from the originally bad materials of which they were constructed, and from long neglect, required large outlays to put them in a proper state of repair for the service required of them.

The Bowler's Rock light-vessel (Rappahannock river) was found, upon examination, to be unfit for repair; and as the station is an important one to the commercial and navigating interests of that part of the country, it was deemed advisable and necessary to send the district relief light-vessel to take the place of the old vessel. This disposition, however, of that vessel, has left the district without the means of relief, in the event of accident to any of the light-vessels stationed in the Chesapeake bay and tributaries.

A new light-vessel has been built for, and will be placed, in a few days, to mark the danger in Chesapeake bay, near the mouth of York river, known as York spit.

The buoyage of James river, Elizabeth river, Hampton roads, Chesapeake bay, from Cape Henry to the heads of navigation; of the Rappahannock, Potomac, and Patapsco rivers; and of the inlets, rivers, harbors, &c., on the eastern shore of Virginia and Maryland, from Metompkin inlet up the whole length of the bay, has been thoroughly, carefully, and systematically executed; and correct lists of beacons and buoys have been prepared and published, for the benefit of the navigators frequenting those waters.

Repairs and renovations have not been very extensive in this district during the past year. The ordinary indispensable repairs, only, have been made, except in a few cases, requiring those of a more extensive character.

Lens apparatus has been introduced at Concord Point, Lazaretto, (Baltimore,) Old Point Comfort, Smith's Point, Cove Point, Thomas's Point, Greenbury Point, Piney Point, and Fog Point; and new reflector revolving apparatus has been placed at Back River light-house, Chesapeake bay.

Fog-bells have been placed at Cape Henry, Old Point, and Fort Carroll light-houses, which are rung by machinery.

Of the works of construction, the Seven-foot Knoll light-house, mouth of the Patapsco river, near Baltimore, under the direction of the engineer secretary of this board, is near completion.

A contract has been entered into for the erection of the light-house authorized to be built on Jones's Point, Alexandria, Virginia; also under the direction of the same officer.

The light-house and beacon-light near Fort Macon, Beaufort, North Carolina, have been completed, under the direction of Captain D. P. Woodbury, of the corps of engineers. (Appendix No. 13.)

A beacon-light is in process of construction for Old Point Comfort, the execution of the work having been delayed in consequence of the prevailing epidemic in that vicinity.

The light-vessels in the sounds of North Carolina have received particular attention, and those requiring them have undergone thorough repairs. Particular attention has been given, by the inspector, to the buoyage and stakeage of the extensive waters of Albemarle and Pamlico sounds, and their tributaries, which are now, for the first time, thoroughly and carefully marked with buoys and stakes.

Many of the works authorized in this district have been delayed for want of cessions of States' jurisdiction, which cannot be obtained until the next meeting of the legislatures of the States of Maryland, Virginia, and North Carolina.

Such of the works in North Carolina and Virginia as were not delayed on that account will be commenced as soon as the necessary arrangements can be made for doing so advantageously.

The light situated on Smith's island, on the east side of the entrance to Chesapeake bay, known as Cape Charles light-house, is not only past repair for any useful purpose, owing to the originally bad construction of improper materials, but is also in a position not at all calculated to subserve the purposes of a seacoast light to mark the approach to so important a navigable artery as the Chesapeake bay and its tributaries; it is therefore recommended that a proper sum be appropriated for building a light-house, and for fitting it with proper illuminating apparatus, for this important station.

In the sixth light-house district, embracing the coasts of South Carolina and Georgia, and parts of North Carolina and Florida, the general duties of inspection, construction, repairs, &c., were under the charge of Captain D. P. Woodbury, of the corps of engineers, as inspector for the first part of the year.

The great extent of coast embraced in this district, and the large number of new aids to navigation authorized at the first session of the last Congress, rendered it necessary, in the opinion of that valuable officer, that his duties should be confined particularly to the several very important works of construction and repair, and he requested to

be relieved from the duties of inspections, buoyage, light-vessels, &c.

Lieutenant C. M. Morris, of the navy, was therefore detailed as inspector, who has been assiduous, since entering upon them, in the discharge of the various duties devolved upon him, but more especially in systematizing and perfecting the buoyage, and in the improvement of the light-vessels, &c., in the district.

Captain George W. Cullom, of the corps of engineers, has rendered good service to the light-house establishment in Charleston harbor.

In the Savannah river and vicinity, Lieutenant John Newton, of the corps of engineers, during the first part of the year, and Captain J. F. Gilmer, of the same corps, during the latter part, have rendered valuable service in the construction and repair of aids to navigation.

The report of Captain Woodbury (see Appendix No. 13) presents a detailed account of the numerous works constructed, repaired, and now in course of construction by him, among the most prominent of which may be named the important light-house at Cape Romain, and the four range beacons on Sullivan's and Morris's islands.

The Fort Sumter, Castle Pinkney, and Battery lights in Charleston harbor are in charge of Captain Cullom, the two former of which are near completion.

Four beacons have been erected in the Savannah river, and several light-houses repaired and in course of repair by Captain Gilmer.

Titles have not been obtained to the sites of the different light-houses authorized on the coast of South Carolina at the first session of the last Congress, in consequence of the prices asked for the requisite quantities of land, being, in the opinion of the department, far beyond the fair valuation of the property; but it is hoped that these obstacles will be removed at no distant day, as the lights when established will add greatly to the present facilities for navigating on that coast.

Efforts have been made to obtain a valid title to the sites for the light and beacon authorized to be erected at the mouth of the St. John's river, Florida, but so far without success; not so much on account of any objections on the part of the owner of the land, as of the defect in the title vested in the present owner. It is believed a perfect title will be obtained at no distant day, in which event the works which the interests of commerce in that quarter have so long demanded will be commenced and pressed to completion without unnecessary delay.

In this district, with greater difficulties to overcome than in any other on this coast, arising from various causes, the general improvement in the aids to navigation is becoming daily more and more apparent; and after the exhibition of the lights now authorized, and the completion of the bouyage and beaconage now in process of execution upon the general systematic plan, but little more will be needed to render navigation on that entire coast as safe and easy as in any other part of the world.

The recommendations of the engineer officers and the inspector of the district are commended to the favorable consideration of Congress.

(See Appendix, Nos. 13, 14, and 15, and Table A.)

The seventh light-house district, embracing the peninsula of Florida, from near St. Augustine to St. Mark's light-house, and including the dangerous keys, reefs, and shoals on that coast within those limits, is in charge of Lieutenant M. C. Watkins, of the navy. (Appendix No. 16.)

The service in this district is attended with much difficulty and many hardships; but by the great energy and activity on the part of Lieutenant Watkins, the inspector, the aids to navigation have been greatly improved within the last year.

The marking of Tampa bay and tributaries, and of the channels leading into Key West, with buoys and stakes, has been completed, under the personal direction of the inspector, in the best manner. The inside channel from Cape Florida to Key West has been thoroughly examined, and the necessary buoys provided, which are now being placed.

Great attention has been given to the attendance upon, and management of the lights, to the cleanliness of the towers and buildings, and to the instruction of keepers in their duties.

The beacons authorized to be erected upon the sites occupied by the Coast Survey signals along the Florida reefs have been erected by Lieutenant James Totten, of the army, under the direction of the Superintendent of the Coast Survey, with but one or two exceptions. The whole number will, it is expected, be completed during the present season on that coast.

The placing of these day-marks along those dangerous reefs has fully realized the anticipations of all who are engaged in navigating the Florida Pass. A few more aids of this description are still needed on that coast to complete the work.

The necessity for additional aids has been shown by the developments of the hydrographical operations of the Coast Survey in that quarter.

The works of construction and renovation in this district are under the charge of Lieutenant George G. Meade, of the corps of topographical engineers.

The works at Jupiter inlet, Coffin's Patches, Rebecca shoal, and the improvement of the light at Cape Florida, are now, or have been during the year, in process of execution.

The materials have been procured, and the illuminating apparatus received for these important lights. The failure to erect the beacon at Rebecca shoal has arisen, first, from the epidemic on that coast; and secondly, from the continued unfavorable weather for operating at such an exposed position.

While the delay in the first instance, and the destruction of the temporary works in the second place, are greatly to be regretted, yet the reports of Lieutenant Meade will be found to explain fully and satisfactorily that no proper efforts were omitted to carry out the instructions of the board.

(See Appendix, Nos. 11, 16, and 17, and Table A.)

The board is indebted to Captain H. G. Wright, of the corps of engineers, in charge of the fortification works at Garden key (Tortugas,) for his valuable report, and the estimate, based upon it, for a

new light-house at that important point, both commercially and as one of the most prominent military stations of the country.

A first-class light has been needed for many years at the Dry Tortugas, to serve as a guide to the commerce of the gulf, in approaching or leaving the delta of the Mississippi, Mobile, Pensacola, &c., but the necessity is greatly increased since the commencement of the fortification works, and the determination to occupy it hereafter as a military station.

The geographical position of the Tortugas, the dangers to the navigator by which they are surrounded, and the necessity for passing near them in navigating the gulf, are so well understood that it would seem to be unnecessary to enlarge upon the advantages to be derived from the erection of a first-class light-house tower, and the exhibition of a first-class light from it at that point.

(See Appendix No. 17.)

In the eighth light-house district, embracing the coast of Florida from St. Mark's, westward, the coasts of Alabama, Mississippi, and Louisiana, as far as Barrataria bay, the general light-house service is in charge of Captain D. Leadbetter, of the corps of engineers, as inspector.

All the duties of engineer and inspector, embracing a large number of the different kinds of aids to navigation, devolve upon this officer.

The works of construction, renovation, and repair in this district have been numerous ever since Captain Leadbetter has had charge of it. The buoyage and beaconage prior to that time had been almost entirely neglected, and the lights were in a wretchedly inefficient state.

Under his management the most marked and satisfactory improvements have been made. The works of construction have been steadily pressed forward; the repairs and renovations have received a full share of attention; the beaconage and buoyage has been placed in a most efficient and creditable state, and the inspections have been frequent and thorough.

The terrific storms and hurricanes by which the gulf coast is so frequently visited, and which formerly proved so disastrous to light-houses and the other aids to navigation, though not less frequent nor less terrific now than formerly, yet the damage has of late been comparatively trifling; owing, it is believed, to the superior manner in which the buildings have been repaired or constructed, and to the attention given to the wants of the service in providing the necessary means of prevention to guard against casualties.

The approach to the important port of Mobile has never been properly marked by a light of the requisite power and range. The insignificant light at Mobile Point, and the equally inefficient one as a seacoast light at Sand island, at the distance of about three miles from the former, do not meet the requirements of the navigator in approaching Mobile bay.

While these two lights are each, in annual expense, nearly equal to what a first-class light would be, they are but little better than lights of the fourth class. It is proposed to erect a first-class light on Sand island in the place of the present one, to be properly

distinguished; and upon its completion and exhibition, to reduce the present light at Mobile Point to a harbor light. An estimate is accordingly submitted for that purpose.

The great increase lately in the depth of water in the channel of Pass à l'Outre, and the recent erection of a light to mark that pass, have rendered the light at the Northeast Pass of the Mississippi useless as a guide to the navigator at night; it is therefore recommended that authority be given for discontinuing that light, preserving the tower, however, as a day-beacon, and to be exhibited hereafter should the change in the channels render it necessary to do so. The multiplication of lights, and their close proximity to each other, makes this step indispensable to the establishment of an efficient system of illumination of the coast.

(See Appendix No. 18, and Table A, for a detail of the works in progress and completed during the year.)

Lieutenant John Newton, of the corps of engineers, is in charge of the light-house works at Pensacola, Florida.

The necessary examinations are being made for determining the best position for the light-house at that place.

The bar and harbor have been buoyed out in the most effective manner, and it is proposed to place a screw-pile light-house on the point of the Middle Ground, to range with the main light for crossing the bar and reaching a safe anchorage at night.

The ninth light-house district, embracing that part of the coast of Louisiana from the Bay of Barrataria west, and the entire coast of Texas, is in charge of Lieutenant W. H. Stevens, of the corps of engineers. (Appendix No. 19.)

Some of the new works authorized in this district have been delayed in consequence of the want of valid titles to the sites. These difficulties are now, however, about being removed, and the structures will be commenced and completed, it is hoped, very soon.

The light-houses at Aransas Pass and at the mouth of the Sabine river are in process of erection; the beacon for the bar at Galveston is in process of construction, and will be erected at an early day.

The light-house authorized for Timballier bay will be erected, probably, during the coming winter; that at Barrataria as soon as the title to the land is approved; and the one on Shell keys as soon as the necessary plans can be prepared for doing so.

The screw-pile light-house authorized to be erected on Ship shoal, to take the place of the light-vessel now marking that danger, will be commenced at an early day.

Examinations have been made by, and reports received from, the Coast Survey in relation to the necessity for the other lights authorized on the coast of Texas.

The lights in this district have been well looked after by the inspector, and a marked improvement has been the consequence.

Renovations and improvements are still in progress, and will be continued until the lights are rendered as efficient as it is possible to make them.

The three light-vessels in this district have been greatly improved within the past year. During a recent severe storm, the light-vessel

at Ship shoal and the one at Atchfalaya bay were driven from their moorings and greatly damaged. Through the great exertions of the inspector they were rescued from the perilous situations in which they were found at the subsiding of the gale, have been repaired, and are, by this time, at their respective stations.

The buoyage and beaconage of this district is in an efficient state, and a good supply of spare buoys is on hand to meet any emergencies.

The beaconage, buoyage, and stakeage of the Atchafalaya and Cote Blanche bays is in successful progress and approaching completion.

It is recommended that, inasmuch as these waters cannot be safely navigated at night, and as the buoys and stakes now being placed will subserve all the purposes of the navigator, the Atchafalaya Bay light-vessel be dispensed with. This recommendation of the inspector is, in the opinion of the board, an eminently proper one, and, if authorized to be carried out, will produce an annual saving nearly equal to the entire cost of placing the day-marks in the two bays.

(See Appendix No. 19, and Table A.)

The tenth light-house district, embracing the rivers St. Lawrence and Niagara, and Lakes Ontario and Erie, is in charge of Captain J. C. Woodruff, of the corps of topographical engineers. (Appendix No. 20.)

The works at Tibbett's Point, Genesee river, Black Rock, Green island, Maumee bay, and Monroe, have been completed, and the important work on the Horse Shoe reef, in the Niagara river, was commenced in May last, under the act of August 3, 1854.

The erection of the beacon-light authorized for Carlton Head is delayed for want of a perfect title to the site.

The repairs of towers and buildings, and the protection of property belonging to the light-house establishment, have been general, although not very extensive at any one station.

New illuminating apparatus has been introduced at a number of light stations where it was most needed, but the limited number available has prevented the general introduction desired. As apparatus becomes available for the general service of renovation and improvement, it is designed to change all the old lamps and reflectors in the district.

The buoy service has received a large share of the attention of the inspector during the year. It is now placed in a most efficient state, to the great advantage of the navigating interests.

Special pains have been taken to distinguish different contiguous channels by using different descriptions of buoys and other distinguishing marks. New channels have been marked, and the general wants of navigation in this branch of the service have, it is believed, been fully and promptly provided for.

Additional buoys are required to mark the Detroit river, and for a few important dangers in other parts of the district, for which a small appropriation will be required.

The small sums based upon detailed estimates for the three following works are recommended, viz:

For repairs and improvements of Erie beacon..... $5,250 00
For repairs and improvements of Huron beacon..... 4,580 00

For repairs and improvements of Black River pier-head light $7,300 00
For additional buoys in the Detroit river, and to mark obstructions to navigation in the St. Lawrence river and Niagara river, and in Lakes Ontario and Erie..... 5,000 00

A fog-bell authorized for the Buffalo light station is in process of construction, and will be completed at an early day.

It is recommended that the lights at the following points be discontinued, viz: Silver creek, Portland harbor (or Barcelona,) Port Clinton, and the light on the hill at Cleveland.

There is no harbor at Silver creek or Barcelona, and the one at Port Clinton cannot be entered at night, nor are they necessary as lake coast lights.

The improvement of the pier-head light at Cleveland, Ohio, has rendered the former main light (on the hill) at that place unnecessary.

The gradual improvement in the aids to navigation in this district has been very perceptible, and the present condition of the service in all of its branches is entirely satisfactory.

In addition to the duties of inspection, engineering, and the general management and supervision of all the aids to navigation in the district, the inspector is charged with the direction of the distribution of all supplies among the lights on the northwestern lakes.

(See Appendix No. 20, and Table A.)

Colonel Turnbull, of the corps of topographical engineers, has made repairs of light-house works at Oswego, and Captain Stansbury, of the same corps, at Huron, Ohio, during the past year.

Colonel James D. Graham, of the same corps, has charge of the light-house work at Chicago, Illinois, which was formerly under the direction of the Topographical Bureau.

The eleventh light-house district, embracing the waters of Lakes St. Clair, Huron, Michigan, Superior, and their branches, is in charge of Captain L. Sitgreaves, of the corps of topographical engineers.

The general routine duties of inspections, repairs, improvements and constructions have been carried on during the past year.

The insufficient facilities for travel, and the great extent of this district, render it difficult to perform the general duties as promptly and efficiently as could be desired.

Temporary repairs to towers and buildings have been made at such of the stations as were found to be of most pressing necessity; but the original imperfect character of the constructions, and of the materials employed in these works, render it necessary that the most of them shall be rebuilt, at no distant day, upon proper plans and of durable materials.

Eight new light-houses, authorized to be built, were commenced on the opening of the season for active operations in that region, all of which are now, or will be, completed at an early day.

The buoys, although comparatively limited in number, in this district, have been improved in character, and the numbers increased during the last year. The light-houses in this district for which appropriations have been made, other than those under contract, will be commenced as soon as contracts can be entered into, in cases in which approved titles have been obtained; and in those in which

no titles and cessions of jurisdiction have been obtained, the efforts for perfecting titles will be continued, and the works commenced, without unnecessary delay.

It is recommended that the sum of $6,000 be appropriated for rebuilding the Port du Mort light-house, and the sum of $5,000 for a light-house on Traverse or Charity island, in Saginaw bay.

It is hoped that as the population in this quarter increases, the facilities for travel will be multiplied, so that all the aids to navigation may be visited more frequently, and watched over with more care than has been heretofore possible.

Although much has been accomplished already, in the way of improving the lights and other aids to navigation in this district, yet much more remains to be done, requiring a considerable expenditure of money, and great labor, activity, and zeal on the part of the officer in charge. (See Appendix No. 21, and Table A.)

The twelfth light-house district, embracing the entire Pacific coast of the United States, is in the charge of Major Hartman Bache, of the corps of topographical engineers.

This officer was detailed, near the close of the last fiscal year, to proceed to California and take charge of all light-house works on that coast.

At a subsequent date the War Department relieved Captain Campbell Graham, of the corps of topographical engineers, as light-house inspector of the twelfth district, thus placing the entire service on the Pacific coast, in all its details, in the charge and under the direction of Major Bache.

During the past year, the light-house at Point Bonita has been erected and the light exhibited.

A fog-gun has been placed and put in operation at that point. A fog-bell and machinery have been shipped to San Francisco, also for the same place.

The bay, harbor, and bar of San Francisco, and the adjacent navigable waters, have been carefully buoyed. Buoys, to meet cases of emergency at San Francisco, Humboldt harbor, and other parts of the coast, have been constructed and shipped to San Francisco.

The buoys authorized for the Columbia river and Shoalwater bay have been provided, and directions given for placing and keeping them in position.

Fog-bells are under construction for Point Conception, Fort Point, Alcatraz island, and mouth of the Columbia river.

Steps have been taken for building the lights authorized for Punta de los Reyes, at Umpqua, New Dungeness, San Pedro, Santa Barbara, and Santa Cruz harbor. Those authorized for Point Lobos, Smith's island, and Cape Shoalwater bay, will be commenced as soon as it may be found possible to do so.

The light originally designed for Santa Cruz island, and then authorized to be changed to Ana Capa island, has been reported by the Coast Survey to be unnecessary; but one has been recommended to be placed at some point nearly opposite to the island of Santa Cruz, on the main land.

The contract made by the Treasury Department, in 1851, for build-

ing eight light-houses on the Pacific coast, has proved a fruitful source of difficulty, delay, and expense.

In connexion with this contract, a special agent of the department was instructed to procure the lanterns and illuminating apparatus to suit the towers; but after the structures had been erected according to the terms of the contract, (as certified by the officers charged with their inspection,) and the lanterns and illuminating apparatus had arrived at San Francisco, it was found that no attention had been paid to the dimensions of the towers in constructing the lanterns; and as a consequence, all of the towers except two have either been taken down and rebuilt entirely, or remodelled at a considerable expense, for the purpose of adapting them to the lanterns and apparatus.

In other respects, it has been found by Major Bache that the work performed under this contract was not executed in a creditable manner, and the materials were, in general, of a very inferior quality.

The terms of the contract for building these eight light-houses, the manner in which the lanterns and apparatus were procured, and the delay in commencing the works, have produced a complication of troubles and difficulties on the Pacific coast; and in the settlement of the accounts at Washington, to say nothing of the enormous extra expenditure for useless work, have served to retard all useful operations connected with the light-house establishment on the Pacific coast, since the organization of the Light-house Board.

The board, however, feels confident, now that it has an officer every way fully equal to the arduous and responsible duties of the light-house service on that extended and sparsely populated coast, that all difficulties will be overcome as rapidly as may be found possible, and that the completion of the aids to navigation will follow in rapid succession, until the whole coast is properly lighted.

Major Bache lost no time, after his arrival in California, in taking the necessary steps for remodelling the important light-houses at the Farallones, Point Conception, and Point Loma; all of which, it is expected, are lighted by this time.

A contract was entered into recently for erecting the light-house at Punta de los Reyes; but the work was not commenced, in consequence of difficulty growing out of a claim to the land selected as the site for the light-house. The work will be commenced as soon as the title is perfected and approved.

The exorbitant prices demanded for labor and materials, the want of facilities for travelling from one light-house station to another on the coast, and the distances between the majority of them, render it indispensable that some means should be provided by which to enable the officers in charge of the light-house service to execute promptly and efficiently any duty that may be required of them.

With a seacoast of twelve hundred miles in extent; with few safe harbors of refuge; with none of the ordinary facilities for the service found elsewhere; and the necessity for providing the lights with supplies of all kinds, at short intervals, would seem to indicate the absolute necessity for the employment of a proper vessel for this service.

An appropriation is asked to provide such a vessel, and for its

maintenance for one year; to which the favorable consideration of Congress is earnestly recommended.

The other appropriations of a special character, when taken in connexion with the character of the country, and the sparse population in the vicinity of the different light stations, will, it is believed, be found to be reasonable and proper.

As soon as the contract buildings are remodelled or re-built, so that they will answer the purpose for which they were designed, there will be no impediment to an early commencement of all authorized works, upon proper plans and sites; and which will be pressed steadily forward until they are finished, and the lights exhibited.

The great difference in the cost of materials and labor on the Pacific and Atlantic coasts will be readily comprehended by referring to the reports of Major Bache, hereto appended, Nos. 22 and 23.

In conclusion, the board considers that it would fail to do its duty to the service with which it is intrusted, and to the interests involved in its management, were it not to invite special attention to the low rate of compensation authorized to be made to keepers of light-houses; to the consequent great inferiority, as a class, of the persons employed to take charge of the lights; and to the importance of devising means by which to introduce into the light-house service an intelligeht and trustworthy class of individuals, who will meet all the requirements of the service.

By the fourth section of the act to authorize the building of light-houses, and for other purposes, approved May 23, 1828, it is enacted: "That, from and after the passage of this act, the Secretary of the Treasury be, and he is hereby, authorized and empowered to regulate and fix the salaries of the respective keepers of light-houses, in such manner as he shall deem just and proper: *Provided*, The whole sum allowed shall not exceed an average of four hundred dollars to each keeper."

Higher rates of compensation will bring more intelligent and trustworthy men forward as applicants for the service; and by a proper course of instruction, preparatory to entering upon the duties, an increased economy and efficiency must ensue.

No keeper can perform the duties of a light station properly who cannot read and understand the instructions, directions, and regulations provided for his government, and to guide him in the management and care of the lamps, apparatus, and machinery of the light-house station; but instead of reaching that point, there are many keepers even incapable of taking proper care of the supplies delivered to them for the maintenance of the light, and of making returns of quarterly expenditures, while the rates of compensation will not command the services of more competent persons. In some cases considerable difficulty is encountered in getting any one to take charge of a light station which happens not to be located where the keeper may derive other private benefits than the mere salary attached to it.

Unless capable and trustworthy persons, who can be taught to feel the responsibility of their positions and the necessity for unremitted attention to their duties, can be obtained to take charge of the

lights, there can be no general permanent efficiency or economy in the service.

Very respectfully submitted. By order of the Light-house Board:

W. B. SHUBRICK,
Chairman.

THORNTON A. JENKINS, *Commander U. S. N.*,
EDMD. L. F. HARDCASTLE, *Brevet Capt. Corps Top. Eng.*,
Secretaries.

Hon. JAMES GUTHRIE,
Secretary of the Treasury.

Recapitulation of appropriations recommended for renovating and improving the present aids to navigation, and for additional ones required to render navigation safe and easy.

MAINE.

For altering, refitting and improving the light at Mount Desert Rock	$10,000 00
For building a suitable tower and keeper's dwelling, and for providing and placing the necessary illuminating apparatus, at Martinicus Rock	35,500 00
For rebuilding the light-house tower and keeper's dwelling, and for supplying and fitting first-order illuminating apparatus, at Seguin	35,000 00
For rebuilding the light-house and fitting it with proper illuminating apparatus, at West Quoddy Head	15,000 00
For rebuilding Brown's Head light-house and fitting it with proper illuminating apparatus	5,000 00
For rebuilding the light-house at Marshall's Point, and fitting it with proper illuminating apparatus	5,000 00
For rebuilding the light-house at Fort Point, and fitting it with proper illuminating apparatus	5,000 00
For a light-house at Deer Island thoroughfare	5,000 00
For a light-house at Bass-harbor Head	5,000 00
For a light-house on or near Spoon island, in addition to the appropriation of $4,500, approved August 3, 1854, for a light-house in Isle au Haut thoroughfare	1,500 00
For a light-house on or near Wood island, in addition to the appropriation of August 3, 1854	2,500 00
For a bell-buoy, to be placed on the south breaker off White Head light-house, at the entrance to Penobscot bay	5,000 00
For a bell-buoy, to be placed on the ledge about three miles east of Boone island	5,000 00
For the erection of a stone beacon on Fiddler's ledge	3,000 00
For placing buoys at various points in the waters of Maine, for which none have heretofore been authorized	3,000 00

MASSACHUSETTS.

For the reconstruction and repair of beacons at Newburyport	$2,000 00
For the erection of a light-house on a proper foundation, on or near Billingsgate island, in place of the present one	14,000 00

RHODE ISLAND.

For the erection of a keeper's dwelling and foot-bridge to Lime Rock light-house	$1,500 00
For reconstructing the light-house tower and for new illuminating apparatus, at Dutch island	2,000 00
For rebuilding the light-house tower, for preservation of site, and for new illuminating apparatus for Nayat Point light-house	6,500 00
For completing the sea-wall for the preservation of the light-house site at Watch Hill	10,000 00
For rebuilding a light-house tower on a proper site, in place of the present light on Block island, and for fitting the same with suitable apparatus	9,000 00
For a beacon on the Sand-spit off Connimicut Point, west side of entrance to Providence river	1,000 00

CONNECTICUT.

For the protection and preservation of the light-house site and for a new dwelling for keeper, at Lynde Point, mouth of the Connecticut river	8,600 00

YEW YORK.

For the protection and preservation of the light-house site at Sand's Point, Long Island sound	4,935 00
For securing the foundation and preservation of the light-house site at Execution Rocks, Long Island sound	5,250 00
For an iron spindle on the "Hen and Chickens" Rock, Long Island sound	700 00
For the protection and preservation of the piers in the Hudson river, upon which lights are placed	5,448 00
For completing the light-house authorized August 3, 1854, for Horton's Point, in addition to the former appropriation of $4,000	3,500 00
For a light-house at or near Tarrytown Point, on the Hudson river	7,000 00
For the preservation and protection of the light-house site at the mouth of the Genesee river	2,000 00

NEW JERSEY.

For erecting a first-class light-house, and fitting it with first-order apparatus, at Barnegat, in place of the present inefficient one	$45,000 00
For continuing and completing the light-house authorized August 3, 1854, to be erected at or near Absecum	17,436 62
For rebuilding the foundation of light-house tower and the keeper's dwelling, at Bergen Point	20,000 00
For rebuilding the foundation of light-house tower and keeper's dwelling, at Passaic light-house, in Newark bay	20,000 00

DELAWARE BAY.

For making additions to the light-house works at Brandywine shoals, and for their protection and preservation.	18,121 44
For continuing and completing the construction of the light-house authorized August 3, 1854, for Cross ledge	22,492 29
For continuing and completing the construction of the light-house authorized August 3, 1854, on or near Ship John shoals	25,000 00
For banking in and protecting the site of the light-house on Reedy island, in addition to the appropriation of August 3, 1854	3,847 90

DELAWARE.

For the erection of a light-house on Fenwick's island...	25,000 00

MARYLAND.

For the protection and preservation of the site of the Fishing Battery light-house, at the head of Chesapeake bay	....

VIRGINIA.

For rebuilding the Cape Charles light-house on Smith's island, upon a proper site, and fitting it with proper illuminating apparatus	35,000 00

SOUTH CAROLINA.

For completing the two beacons or range-lights on South Island Point, and on North island, Georgetown, S. C., in addition to the former appropriation	5,000 00
For building dwelling for keeper and assistant at Charleston light-house	4,000 00
For a keeper's house on Morris's island, Charleston harbor, in place of the one destroyed by the storm of September, 1854	2,500 00

For a light to be placed in or near the town of Mount Pleasant, Charleston harbor	$6,000 00

GEORGIA.

For a beacon-light on or near the south point of Sapelo island, to range with the main light for the bar and channel	1,500 00
For a beacon-light to range with the Amelia Island light and the outer bar	2,000 00
For two beacon-lights and keepers' dwellings on or near the north point of Amelia island	5,000 00
For a small light to be erected on the "bay," in the city of Savannah, to guide vessels from Fig Island light-house	2,000 00
For a bell-buoy to mark the approach to the bar at Doboy	5,000 00
For a bell-buoy to mark the entrance to the Savannah river	5,000 00

FLORIDA.

For continuing and completing the erection of the first-class light-house, authorized March 3, 1853, to be placed near Jupiter inlet	5,000 00
For continuing the efforts to erect a beacon on Rebecca shoal, authorized August 31, 1852, and August 3, 1854	10,000 00
For a bell-buoy to mark the approach to the bar at the mouth of the St. John's river	5,000 00
For a small light-vessel to be placed near Dame's Point, in the St. John's river	7,500 00
For beacon-lights at Piney Point, Cuckoo Point, and Nine Mile Point, in the St. John's river	15,000 00
For buoys and day-marks in the St. John's river	2,000 00
For a day-beacon on Sea Horse reef (Cedar keys)	3,000 00
For buoys and stakes for Cedar Key channel and Manitee river	1,200 00
For rebuilding the light-house at Dry Tortugas and fitting it with first-order apparatus	35,000 00
For the erection of a proper light in the Middle Ground, entrance to Pensacola harbor, and for completing the light authorized at that place, August 3, 1854	30,000 00
For rebuilding the light-house tower and keeper's dwelling at Egmont key	16,000 00

ALABAMA.

For the erection of a seacoast light, and for fitting it with proper illuminating apparatus, on Sand island, off the entrance to Mobile bay, in place of the present *light* at that point	35,000 00

MISSISSIPPI.

For rebuilding the light-house and keeper's dwelling at Round island	$8,000 00
For rebuilding the light-house tower at the west end of Cat island, and fitting it with proper illuminating apparatus	12,000 00

LOUISIANA.

For rebuilding the light-house and keeper's dwelling at Pass Manchac	10,000 00

TEXAS.

For the erection of a light-house on or near the head of the "Swash," abreast of "Alligator Head," in Matagorda bay, the sum appropriated August 3, 1854, "For a light-house on or near Gallinipper Point, Lavacca bay"	
For the erection of a beacon-light at the mouth of the bayou at Saluria	500 00
For buoys and stakes for the lower part of Aransas bay, and for the inland channel to Corpus Christi	3,000 00
For the erection of a light at the mouth of the Rio Grande	5,000 00

PENNSYLVANIA.

For rebuilding the beacon-light at Erie	5,250 00

OHIO.

For rebuilding the beacon-light at Huron	4,580 00
For rebuilding the light-house at Black river	7,300 00
For additional buoys in the Detroit river, and to mark obstructions to navigation in the St. Lawrence river and Niagara river, and in Lakes Ontario and Erie	5,000 00

WISCONSIN.

For rebuilding the light-house at Port du Mort	6,000 00

MICHIGAN.

For a light-house to be erected on Traverse or Charity island, in Saginaw bay	5,000 00

CALIFORNIA.

For providing a suitable vessel, and for maintaining the same for one year in visiting the lights and other aids for inspections and delivery of supplies; for placing and removing buoys, and for the transportation of materials, supplies, and laborers for constructing and repairing light-houses on the Pacific coast.....	$60,000 00
For the construction of a road from the keeper's dwelling, at the South Farallone, to the light-house tower on the peak.....	1,500 00
For the construction of a road from La Playa, San Diego bay, to the light-house at Point Loma.....	1,500 00
For improving the road from the Coxo or landing at Point Conception to the light-house.....	1,000 00
For the erection of a seacoast light on the main-land between Buenaventura and Point Duma, at such place as may be determined upon, to indicate the approach to the Santa Barbara channel, in addition to the appropriation contained in the third section of the act of August 3, 1854, making appropriations for light-houses, &c.....	35,000 00

That the following named lights be discontinued, viz: At Silver creek, on the southeast shore of Lake Erie, New York; at Barcelona, (or Portland) on the southeast shore of Lake Erie, New York; at Port Clinton, in Portage bay, Ohio; at Cleveland, east side of entrance to Cleveland, (on the hill) Ohio; at Beacon island, near Ocracoke, North Carolina; the Ocracoke channel light-vessel; and the light at the Northeast Pass of the Mississippi.

A.

Table exhibiting all the aids to navigation authorized by Congress prior to March 4, 1855, and the action taken in each case.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Maine	Haddock ledge	Beacon	Aug. 31, 1852	$500 00	A large nun-buoy placed, and spare buoy on hand.
	Steele's ledge	do	do	1,000 00	Beacon erected.
	Kennebeck river	Buoys, beacons, and spindles.	do	5,000 00	Three spindles and four nun and can buoys placed; fifteen spar-buoys on hand, and spare buoys for the nun and can buoys.
	Entrance to Camden harbor.	Beacons and buoys	do	1,000 00	Two spindles and two buoys placed.
	Narraguagus harbor	do	do	1,000 00	Ten buoys; seven spar and three nun and can buoys placed. Seven spare buoys obtained.
	Muscongus bay, and other important points on the coast of Maine.	Buoys, beacons, and spindles.	Mar. 3, 1853	3,000 00	Buoys placed at sundry important points on the coast of Maine.
	Petit Menan	Rebuild'g light-house and keeper's dwelling.	Aug. 3, 1854	35,000 00	Light-house and dwelling-houses erected; lighted.
	Baker's island	Rebuild'g light-house.	do	5,000 00	Light-house and dwelling erected.
	Franklin island	do	do	5,000 00	Light-house and dwelling erected.
	Boone island	Illuminating apparatus, light-house tower, and building.	do	19,973 00	Tower finished and apparatus erected; lighted.
	Alden's Rock	Iron bell-boat	do	5,000 00	Bell-boat placed in position.
	Manheigan	Fog-signal and keeper's dwelling.	do	3,500 00	In process of erection.
	Portland breakwater	Harbor light	do	3,500 00	Light-house erected and lighted.
	Buck ledge	Completion of beacon	do	2,000 00	Beacon in process of construction.
	Penobscot river	Repairs of two beacons.	do	1,000 00	Not yet commenced; no party available.
	Mount Desert Rock & Martinicus light-houses.	Fog-signals	do	5,000 00	Bells are now in process of construction.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Maine—Contin'd.	St. Croix, Portland breakwater, Kennebeck and Penobscot rivers, &c.	Buoys and beacons ..	Aug. 3, 1854	$2,000 00	Buoys placed according to the law.
	Kennebunk harbor	Light on pier-head ..	.....do.....	500 00	Awaiting action as to tide lights.
	Edgemoggin reach	Light-house	.....do	6,000 00	Land purchased; deed in hands of district attorney for Maine.
	Castine harbor.....	Beacons	.....do.....	5,000 00	In process of construction.
	St. Croix river and Big island, mouth of St. Croix river.	Beacon & light-house	.....do.....	9,000 00	Beacon finished. Doubt about power of owner to convey the land for the light-house.
	Widow's island	Light-house	.....do.....	5,000 00	Owner of island not able to give title; cannot procure a good title for himself.
	Isle au Haute.....	.....do.....	.....do.....	5,000 00	Condemned by Coast Survey.
	Southern island.....	.....do.....	.....do.....	4,500 00	Land purchased; deed in possession of district attorney.
	Winter harbor.....	.....do.....	.....do.....	4,500 00	Land belongs to State; requires act of cession by the legislature, which meets in January next.
	West Passamaquoddy bay..	Two beacons	.....do.....	3,000 00	Now in process of construction.
	Harbor ledge, Seal ledges, Ship-yard ledge, Lowell Rock, and Ram Island ledge.	Beacon, buoy, and spindles.	.....do.....	6,000 00	All constructed and placed according to the terms of the law.
	Noddle's island.....	Light-house	.....do.....	4,500 00	Site purchased; deed in possession of district attorney.
	Trott's ledge	Day-mark or beacon.	.....do.....	500 00	Beacon erected according to the law.
	Dry Point.....	Light-house.....	.....do.....	6,000 00	Site purchased; deed in possession of the district attorney.
	Wood island.....	.....do.....	.....do.....	5,000 00	Condemned by Coast Survey.
Massachusetts ...	Sow and Pigs Rocks.....	.....do.....	Mar. 3, 1853	30,000 00	Under construction.
	Near breakwater at Bass river.	.....do.....	.....do.....	4,000 00	Completed and light exhibited.
	Succonnesset shoal.....	Light-vessel	Aug. 31, 1852	12,000 00	Built and placed at her station.
	Graves and Harding's ledges	Bell-boats	.....do.....	8,000 00	Constructed and placed.

	Killpond bar	Light-vessel	do	12,000 00	Building, and will be ready in a few weeks to go to her station.
	Baker's island	Fog-bell	do	2,500 00	Constructed and placed.
	Race Point	do	do	2,500 00	Do do.
	Minot's ledge	Light-house	do	80,000 00	Under construction.
	Holmes's Hole harbor	Three beacon-lights in place of one	do	3,500 00	Completed and lighted.
	Gay Head	Rebuilding light-house	Aug. 3, 1854	30,000 00	Under contract.
	Egg Rock	Light-house	do	5,000 00	Do.
	Truro, (Highlands,) Cape Cod.	Removal of light-house, &c.	do	25,000 00	Examinations made in reference to the proper site.
	Billingsgate	Preservation of light-house.	do	2,000 00	Work executed to extent of appropriation.
	Brant Point	Rebuilding of light-house.	do	15,000 00	Under construction.
	Vineyard sound	Fog-bells	do	1,500 00	Placed on board of the vessels.
	Boston Bay and Nantucket shoals.	Buoys	do	5,000 00	Buoys provided.
	Point of Rocks	Light-house	do	5,000 00	Referred to Superintendent of Coast Survey for report on site, &c.; not recommended to be built.
	Narrows, Boston harbor	do	do	15,000 00	Under contract.
	Alderton bar	Day-beacon	do	18,000 00	Do.
	Buzzard's bay	Buoys	do	2,000 00	Buoys provided and placed.
	Minot's ledge	Continuing construction of light-house	Mar. 3, 1855	75,000 00	Under construction.
	New South shoal off Nantucket.	For replacing lost light-vessel.	do	30,000 00	Do.
Vermont	Burlington	Two lights on pier	Aug. 3, 1854	2,000 00	Do.
	Juniper island	Fog-signal	do	800 00	Under contracts.
Rhode Island	Beaver Tail	Light-house tower and fog-signal.	do	14,500 00	Under construction.
	Watch Hill	Rebuilding light-house and keeper's dwelling, &c.	do	8,300 00	Do.
	Bristol Ferry	Beacon-light	do	1,500 00	Built and light exhibited.
	Block island	Beacon and spindle	do	2,000 00	Work to be commenced as soon as proper examinations of site are made.
Connecticut	Below Middletown, in Connecticut river.	Beacon-lights buoys, and spindles.	Mar. 3, 1853	3,000 00	Partially executed.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken
Connecticut—Continued.	Beaconage and buoyage of Connecticut river.	Completing same....	Aug. 3, 1854	$5,000 00	Partly executed.
	Saybrook	Fog-bell.....	.....do.....	1,000 00	Under contract, and temporary bell placed.
	Sugar Reef (Long Island sound.)	Beacon	.....do.....	2,500 00	Sites examined, plans in preparation, and work to be commenced as soon as possible.
	Long Point.....	.....do.....	.....do.....	2,500 00	Do do.
	Sea-Flower reef.....	.....do.....	.....do.....	2,500 00	Do do.
	Lynde Point.....	Fog-signal.....	.....do.....	800 00	Under contract; temporary bell placed.
	Watch-Hill reef and Whamphasoc, &c.	Buoys	.....do.....	5,000 00	Buoys placed.
	Niantic	Light-house	.....do.....	4,000 00	Condemned by Coast Survey.
	Black ledge.....	Beacon	.....do.....	2,000 00	Site examined, and work to be commenced without unnecessary delay.
	Whale.....	....do.....	.....do.....	2,000 00	Site examined, and work to be commenced without delay.
	Harbor of Noank and Mystic.	Buoys	.....do.....	500 00	Buoys provided and placed.
	Black Point	Light-house.....	.....do.....	5,000 00	Condemned by Coast Survey.
	Breakwater, Southport....	Harbor-light.....	.....do.....	1,000 00	Do do.
	North Dumpling.....	Fog-bell	.....do.....	800 00	Under contract, and temporary bell provided.
New York.....	Bay of New York	Two beacons, main channel.	Mar. 3, 1853	6,000 00	Under contract, and near completion.
	Do.....	Two lights, Gedney's channel.	Aug. 31, 1852	30,000 00	Do do.
	Do.....	Two range-lights, swash channel.	.....do.....		
	Horse Shoe reef, Niagara river.	Light-house	Aug. 3, 1854	45,000 00	Under construction.
	Gardiner's island.....	.....do.....	Aug. 31, 1852	7,000 00	Completed and lighted.
	Point au Roche.....	.....do.....	.....do.....	5,000 00	Title deeds not perfected.

	Oswego	Light-house and pier repairs.	do	5,000 00	Work completed.
	Sandy Hook	Fog-bell	do	5,000 00	Bells placed.
	Thogg's Neck	do	do		
	Sag Harbor	Beacon	do	1,150 00	Under construction.
	Hudson river	Three small beacons.	do	1,500 00	Title deeds imperfect.
	Long Island	Beacon	do	3,000 00	Under construction.
	Carlton Head	Beacon-light	Mar. 3, 1853	1,000 00	Title to land not perfected.
	Buffalo light-house	Fog-signal	do	2,500 00	Under contract.
	Great West bay	Light-house	Aug. 3, 1854	35,500 00	Site selected, and title deeds under examination.
	Little Gull island	Fog-signal	do	2,500 00	Under contract.
	Stony Point light-house	do	do	800 00	Do.
	Loyd harbor, Huntington bay, Long Island.	Beacon-light to mark entrance, &c.	do	4,000 00	Title deed not perfected.
	Race Point	Light-house	do	8,000 00	Site examined; negotiations for purchase of site.
	Horton's Point	do	do	4,000 00	Site selected, and deed under examination.
	Windmill Point	do	do	8,000 00	Preliminary examinations made towards obtaining necessary land.
	Isle au Motte	Small light	do	500 00	Examinations being made preparatory to purchasing site.
	Crown Point	Light-house	do	8,000 00	Do do do.
	Whitehall	Nine small lights	do	4,500 00	Examinations being made.
	Lake Champlain	Buoys	do	700 00	Examinations being made for proper positions.
	Long Island sound	do	do	1,300 00	Buoys procured and placed.
	Shagwong reef	Bell buoy	do	5,000 00	Under contract.
	Romer shoal	Iron-pile beacon	do	25,000 00	No steps taken yet; site selected. Plans to be ready and work to be commenced at opening of next season.
New Jersey	Mill reef	Monument	Aug. 31, 1852	4,000 00	Completed.
	Absecum inlet	Light-house	Aug. 3, 1854	35,000 00	Under construction.
	Absecum bar	Bell and nun buoy	do	5,000 00	Constructed and placed.
	Delaware bay	Buoy	do	1,000 00	Buoy placed.
	Five Fathom bank	Iron buoy	do	800 00	Do.
Delaware	Cross ledge	Light-house in place of light-vessel.	Aug. 3, 1854	30,000 00	Under construction.
	McCrie's shoal	Buoy	do	800 00	Buoy placed.
	Port Penn	Beacon-light on pier-head.	do	750 00	No steps taken.
	Reedy Point	Beacon-light	do	3,000 00	Owner of land refuses to sell the site for a reasonable sum.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Delaware—Continued.	Cape Henlopen light-house.	Refitting same with first order illuminating apparatus.	Aug. 3, 1854	$15,000 00	Apparatus received and ready for being put up.
	Ship John shoals	Light-house	do	30,000 00	Material in preparation.
	Delaware Breakwater light-house.	Fog-signal	do	800 00	Fog-bell and machinery erected.
	Reedy Island light-house	do	do	800 00	Fog-bell placed.
	Reedy island	Preserving site of light-house, &c.	do	1,815 00	Instructions to commence work without unnecessary delay.
	Fenwick Island shoal	Iron-bell buoy	do	5,000 00	Under contract.
	Bowers's beach	Light-house	do	5,000 00	Referred to the Superintendent of Coast Survey for examination and selection of sites.
	Old Duck creek	do	do	5,000 00	
Maryland	Seven-feet Knoll	do	do		Under contract.
	Sandy Point	do	do	8,000 00	No steps taken. State jurisdiction required.
	Drum Point	do	do	5,000 00	No steps taken. State jurisdiction required.
	Love Point	do	do	15,000 00	No steps taken. State jurisdiction required.
	Great Choptank river	Buoys and stakes	do	1,000 00	Buoys procured and placed.
Virginia	Pungoteague creek	Light-house	Mar. 3, 1853	10,000 00	Completed and lighted.
	Jones's Point	do	do	5,000 00	Under contract.
	Cape Henry	Fog-bell	do	2,500 00	Procured and placed.
	White shoal, James river	Beacon-light	do	5,000 00	Completed and lighted.
	Point of Shoals, James river.	do	do	5,000 00	Completed and lighted.
	Day's Point, James river	do	do	1,000 00	Completed.
	Lyon's Creek shoals, James river.	do	do	5,000 00	Completed and lighted.
	Gordon's Point, James river.	do	do	5,000 00	Completed and lighted.
	Smith's Point	Light-house	Aug. 3, 1854	25,000 00	Not commenced yet. To be erected next season.
	False Cape Henry	do	do	25,000 00	Not commenced. State jurisdiction necessary.
	York spit	Light-boat	do	1,500 00	Boat built.
	Green and Sandy Points	Buoys	do	500 00	Buoys placed.

	Cherrystone	Light-house	do	10,000 00	Not commenced.
	Chesapeake bay	Buoys and stakes	do	2,300 00	Completed and placed.
	Potomac river	do	do	200 00	Completed and placed.
	Cone and Yeocomico rivers.	Light-house	do	5,000 00	Site examined and selected; title to land defective.
	Kettle Bottoms and Potomac river.	Buoys, &c	do	3,000 00	Buoys placed.
	Matchepungo bay	Buoys	do	1,000 00	Buoys placed.
	Naval hospital, Norfolk	Small light on wharf.	do	500 00	Permission obtained to occupy the site.
	Old Point Comfort	Fog-bell and small light on inner spit.	do	1,500 00	Fog-bell placed. Beacon under construction.
	Stingray Point	Light-house	do	12,000 00	No steps taken. Work to be erected next season.
North Carolina	Upper Jettee, Cape Fear river.	do			Under construction.
	Baldhead light-house	Fog-bell	Aug. 31, 1852	2,600 00	Fog-bell placed.
	Rogue Banks	Light-house	do	5,000 00	Completed and lighted.
	Wade's Point	do	Aug. 3, 1854	10,000 00	Materials prepared, and work to be commenced as soon as the season will permit.
	Fort Macon	Beacon-light	do	1,000 00	Built and lighted.
	Cape Hatteras	do	do	1,500 00	Site selected, and work to be executed as soon as possible.
	Federal Point	do	do	800 00	No steps taken.
	Albemarle, Pamlico, Core, and Croatan sounds: Neuse, Pamlico, and Roanoke rivers.	Buoys and stakes	do	2,640 00	Buoys and stakes placed.
	Roanoke marshes	Light-house	do	10,000 00	Locality examined and site selected.
	Royal shoal	do	do	10,000 00	Requires examination of site before plans can be made.
South Carolina	Charleston Battery	Harbor-light	Aug. 31, 1852	500 00	Under construction.
	South and North Island Points, Georgetown.	Three beacon-lights	do	5,000 00	Do.
	Rattlesnake shoal, off Charleston.	Light-vessel	Mar. 3, 1853	20,000 00	Built and placed on her station.
	Morris island	Beacons	do	3,000 00	Completed and lighted.
	Cape Roman	Rebuilding light-house	do	20,000 00	Under construction.
	Charleston light	Beacon to range, &c.	Aug. 3, 1854	1,000 00	Completed and lighted.
	Sullivan's island	Rebuilding beacon and keeper's house.	do	6,000 00	Do.
	Fort Sumter	Beacon-light	do	1,000 00	Completed.
	Battery Charleston	Light on, &c	do	2,000 00	Under construction.
	Castle Pinkney	Small light	do	1,500 00	Do.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
S. Carolina—Continued.	Cape Roman	Light-house	Aug. 3, 1854	$30,000 00	Under construction.
	North Edisto	Light-house and beacon.	do	15,000 00	Value of land to be determined by appraisement, according to law.
	North Edisto inlet	Buoys	do	500 00	Buoys provided.
	Hunting island	Light-house	do	30,000 00	Value of land to be determined by appraisement.
	St Helena sound	Day-beacon	do	800 00	Do do do.
	Martin's Industry	Light-vessel	do	30,000 00	Building, and nearly ready.
	Hilton Head	Light-house and beacon-light.	do	10,000 00	Land to be appraised under the law.
	Port Royal harbor	Buoys	do	1,500 00	Buoys provided.
	St. Helena bar	do	do	1,500 00	Do.
	Calibogue sound	Beacons	do	5,000 00	Land to be appraised according to law.
Georgia	Tybee bar and Savannah river.	Buoys and day beacons.	do	10,000 00	Beacons built and buoys provided.
	Altamaha sound and river	Buoys	do	5,000 00	Buoys provided.
	St. Catharine's sound and inlet, Sapelo and Doboy bars and sounds, &c., and Cumberland sound.	do	do	5,000 00	Do.
	St. Mary's and St. Andrew's bays.	do	do	2,000 00	Do.
Florida	Sea Horse key	Light-house	Aug. 31, 1852	12,000 00	Completed and lighted.
	Coffin's Patches	do	do	35,000 00	Under construction.
	Rebecca shoals	Beacon	Aug. 3, 1854	10,000 00	Do.
	Mouth of St. John's river	Preservation of site of light-house.	do	10,000 00	Title to land in dispute.
	Northwest passage, (near Key West.)	Light-house	Mar. 3, 1853	12,000 00	Built and lighted.
	Jupiter inlet	do	do	35,000 00	Under construction.
	Florida reef	Coast Survey signals.	do	10,000 00	Work partially executed.

	St. Blas	Rebuilding light house	Aug. 31, 1852	12,000 00	Under construction.
	St. John's river	Light-house and beacon-light	Aug. 3, 1854	15,000 00	Title to land in dispute.
	Pensacola	Rebuilding light-house &c.	do	25,000 00	Examinations are being made for a suitable site.
	St. John's bar and river	Buoys	do	2,000 00	Buoys provided.
	Key West harbor	do	do	1,500 00	Do.
	Cape Florida	Refitting light-house	do	15,000 00	Under repair; apparatus received.
	Rebecca shoals	Completing beacon	do	5,000 00	Under construction.
	Fort McRea, Pensacola	Beacon-light	do	1,000 00	Awaits selection of site of the main light.
	Pensacola bar	Two buoys	do	1,000 00	Buoys provided.
	Apalachicola bay and St. George's sound.	Day-beacons & buoys	do	3,500 00	Beacon under construction, and buoys provided.
	Tampa bay	Buoys	do	1,000 00	Buoys procured and placed.
	Southwest Cape, Apalachee bay.	Light-house	do	15,000 00	Title not perfected.
	Ochlockonee shoal	Beacon, buoy, or bell-boat.	do	5,000 00	Under contract.
	St. Mark's river	Day-marks, buoys, and stakes.	do	5,000 00	Work executed.
	St. George's sound	Beacon-light	do	5,000 00	Under construction.
	Coffin's Patches	Continuing construction of light-house.	Mar. 3, 1855	65,000 00	Do.
Alabama	Sand island and Mobile Point	Beacons	Aug. 31, 1852	4,000 00	Beacons completed and lighted.
	Revenue Point	do	do	3,000 00	Under construction.
	Mobile bay	do	Mar 3, 1853	500 00	Beacons completed.
	Choctaw Pass and Dog River bar.	Range stakes and lights.	Aug. 3, 1854	1,500 00	Beacons completed and lighted.
	Mobile bay, Dauphine, Petit Bois, Horn, Ship, and Cat Island Passes.	Completing the buoyage and stakeage of channels, &c.	do	10,000 00	Buoys provided.
	Bethel hospital ship, Mobile harbor.	Light and fog-bell	do	2,800 00	Light and bell provided, and ready to be placed when the society agrees to take charge of them.
Mississippi	East Pascagoula	Light-house	Aug. 31, 1852	5,000 00	Completed and lighted.
	Pascagoula, Biloxi, and Shieldsboro'.	Buoyage and stakeage	Aug. 3, 1854	8,000 00	Buoys provided.
	St. Joseph island	Light-house	do	10,000 00	Title not perfected.
Louisiana	Ship shoal	do	Mar. 3, 1853	20,000 00	Work to be commenced as soon as the arrangements can be made and the season will permit.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Louisiana—Cont'd.	Chandeleur island	Rebuilding of light-house.	Mar. 3, 1853	$15,000 00	Under construction.
	Pass à l'Outre	Light-house	do	6,000 00	Completed and ready for lighting.
	Port Pontchartrain	do	Aug. 3, 1854	6,000 00	Title defective.
	Bayou St. John's	do	do	6,000 00	Under construction.
	New Canal	do	do	6,000 00	Do.
	Proctorsville	Beacon-light	do	3,000 00	Do.
	Southwest Pass, (Miss)	Bell-boat	do	5,000 00	Do.
	"Shell Keys"	Light-house	do	30,000 00	Site secured, and work to be commenced at an early day.
	Horn island	Day-beacon	do	1,500 00	
	Grand Pass, Barrataria bay.	Light-house	do	10,000 00	Site selected, and work to be commenced at an early day.
	Timballier bay	do	do	15,000 00	Do do do.
	Rigolets	do	do	5,000 00	Do do do.
	Atchafalaya and Cote Blanche bays and bars.	Buoys and stakes	do	5,000 00	In course of execution.
	Southwest Pass, (of Miss.)	Light-house	do	45,000 00	Examination of locality, and site selected.
	Pass à l'Outre	Buoyage	do	1,500 00	Buoys provided.
	Calcasieu river	Light-house	do	6,000 00	Condemned by Coast Survey.
	Ship shoal	do	Mar. 3, 1855	30,000 00	Work to be commenced very soon.
Texas	Aransas Pass	do	Aug. 31, 1852	15,000 00	Under construction.
	Sabine river	do	Mar. 3, 1853, & Mar. 3, 1855.	30,000 00	Site selected, and preparations making to commence the work.
	Galveston	Beacon-light	Aug. 3, 1854	1,000 00	Title to site not perfected.
	Texas coast	Buoyage of, &c	do	10,000 00	Buoys provided.
	Gallinipper Point	Light-house	do	10,000 00	Condemned by the Coast Survey.
	Half-moon Reef light-house.	Light-house	do	10,000 00	Site selected, and work to be commenced at an early day.
	Pelican island	Day beacon, to mark wreck of steamer Farmer.	do	300 00	Erected.
	N. Breaker, Galveston bay	Beacon	do	5,000 00	Under construction

	Sabine river	Light-house	March 3, 1855	30,000 00	Site selected, and steps taken for an early commencement of the work.
Ohio	Green island, (Lake Erie)	do	March 3, 1851	5,000 00	Built, and light exhibited.
	Mouth of Maumee river	do	Aug. 31, 1852	5,000 00	Do do.
	Huron harbor	Repair to light-house pier.	do	6,000 00	Completed to extent of appropriation.
	Vermillion harbor	do	do	3,000 00	Work completed.
Michigan	Eagle river	Light-house	Sept. 28, 1850	5,000 00	Under construction, and will be completed this season.
	Round island	Beacon-light	Aug. 31, 1852	4,000 00	Under construction, and will be finished this season.
	Mouth of Clinton river	Light-house repairs, &c.	do	5,000 00	Completed.
	Mouth of South Black river	Light-house	do	5,000 00	Have not been able to purchase site on reasonable terms.
	Point Betsey	do	March 3, 1853	5,000 00	Under contract; will not be finished until next summer.
	Grand Island harbor	do	do	5,000 00	Under construction; will be finished this season.
	Rock Island harbor, (Isle Royal.)	do	do	5,000 00	Under contract, but will not be finished this season. Of no immediate necessity, as all the works on the island are abandoned.
	Portage river	do	do	5,000 00	Under construction; will be finished this season.
	Point Iroquois	do	do	5,000 00	Do do do.
	La Pointe	do	March 3, 1855	5,000 00	Under contract; will be completed next season.
	Thunder Bay Island light-house.	Fog-bell	do	2,500 00	Under contract.
	St. Clair Flats	Foundations for two light-houses.	do	10,000 00	Work in charge of bureau of topographical engineers.
	Monroe	Repair of light-house foundation.	Aug. 3, 1854	7,200 00	Work completed.
	St. Clair Flats	Completing foundation of two light-houses.	do	20,000 00	Work in charge of bureau of topographical engineers.
	Michilimackinac	Light-house and fog-bell.	do	6,000 00	Jurisdiction over site not ceded to the United States. Legislature does not meet until the winter of 1857.
	Old Fort Mackinac	Light-house	do	6,000 00	Have not been able to find the owner of the land.
	Beaver island	do	do	6,000 00	Contract executed, awaiting approval.
Indiana	Michigan City	Beacon-light on pier	do	2,000 00	Pier is not in condition to sustain a beacon at present.
Illinois	Chicago	Light-house	Aug. 31, 1852		Under construction.
	Breakwater, Waukegan	Beacon-light	Aug. 3, 1854	1,000 00	Title to site imperfect.
	Chicago harbor	Buoys	do	300 00	Buoys made and placed in position.
	Port Clinton	Light-house	do	5,000 00	Contract executed, awaiting approval.

A—Continued.

State.	Locality.	Description of object.	Date of appropriation.	Sum appropriated, or balance.	Action taken.
Illinois—Continued.	Waukegan	Light house on breakwater.	Aug. 3, 1854	$10,500 00	To be expended under the direction of the Secretary of War.
	Taylorport	Light-house	do	5,000 00	Contract executed, awaiting approval.
Wisconsin	Winnebago lake	do	Aug. 31, 1852	5,000 00	Under construction, and near completion.
	Milwaukie	do	do	5,000 00	Do do do.
	Port Ulao	Small beacon-light	Aug. 3, 1854	1,000 00	Action deferred for want of perfect title to site selected.
	Milwaukie	Small beacon-light on pier.	do	1,000 00	Waiting for construction of pier; will be completed next fall.
	Fond du Lac	Light-house	do	10,000 00	Title to site imperfect.
Minnesota	Minnesota Point	do	March 3, 1855	15,000 00	Site selected; plans not yet perfected.
California	Farallones island	Light-house			Light-house and dwelling built under contract; extensive alterations required and are being made, to allow the light to be exhibited.
	Monterey	do			Completed and light exhibited.
	Point Conception	Light-house and fog-bell.			Light-house and dwelling built under contract; extensive alterations necessary and are being made, before the light can be exhibited.
	San Diego	Light-house			Light house and keeper's dwelling built under contract; extensive alterations required, to allow the light to be exhibited.
	Humboldt harbor	do			Completed.
	Santa Cruz island		Aug. 31, 1852	30,000 00	Site condemned by the Coast Survey.
	Humboldt harbor	Beacon	do	5,000 00	Apparatus provided, and work directed to be completed without delay.
	San Francisco bay	Buoys	do	1,000 00	Provided and placed.
	Commission Ledge	do	Mar. 3, 1853	500 00	Do.
	Middle Ground	do	do	500 00	Do.
	San Francisco bar	do	do	800 00	Do.
	Sacramento river	do	do	2,000 00	Do.
	Humboldt Harbor	do	do	500 00	Do.

	Point Bonita	Light-house	do	25,000 00	Completed and light exhibited.
	San Pedro bay	do	do	10,000 00	Title to site not perfected; apparatus provided.
	Santa Cruz, or Punta Ano Nueva.	Harbor light	Aug. 3, 1854	10,000 00	Condemned by the Coast Survey.
	Santa Barbara	do	do	10,000 00	Title to site not perfected.
	Point Lobos	Light-house	do	25,000 00	Apparatus provided.
	Punta de los Reyes	do	do	25,000 00	Title to land awarded by land commissioner to a private individual; work cannot be commenced until the purchase is made, and the title approved according to law.
	Crescent City	do	Mar. 3, 1855	15,000 00	Referred to the Coast Survey for examination and report.
	Trinity bay	do	do	15,000 00	Do do do.
Oregon	Umpqua	Buoys	Mar. 3, 1853	500 00	Buoys provided.
	Columbia river	do	do	1,500 00	Provided and placed.
	Umpqua	Light-house	Aug. 31, 1852	15,000 00	Work to be commenced at the earliest possible day.
			Aug. 3, 1854	10,000 00	
Washington Territory.	Cape Hancock	do			Built under contract; illuminating apparatus and lantern ready for placing when necessary alterations to tower are completed.
	Blunt's or Smith's island	do	Aug. 3, 1854	25,000 00	Site selected, and work to be commenced at the earliest practicable moment.
	Cape Shoalwater	do	do	25,000 00	Apparatus ordered.
	Cape Flattery and New Dungeness.	Two light-houses	do	39,000 00	Site selected; apparatus and lantern for New Dungeness shipped to the Pacific.
	New Dungeness and Puget Sound.	Buoys	do	5,000 00	Buoys provided in part.
	Shoalwater bay	do	do	3,000 00	Buoys placed by the superintendent of lights at Astoria.
		Miscellaneous.			
		Testing illuminating apparatus of Wilson and Meacham.	Aug. 31, 1852	1,000 00	No definite proposition received from the parties.
		Testing plan of Chas. Babbage for distinguishing lights by occultation.	Mar. 3, 1853		Experiments being made.

APPENDIX No. 1.

PORTLAND, ME., *September* 30, 1855.

SIR: In obedience to the order of the Light-house Board, of May 29, 1855, I make the following report:

1. Renovations, repairs, &c., of light-houses and beacons, since July 1, 1854.

Boone island light-house has been finished, and was lighted on January 1, 1855.

Petit Menan light-house has been rebuilt, and fitted with a second order lens, showing a fixed light, varied by flashes. The fixed part of the apparatus is now in operation.

Baker's Island and Franklin Island light-houses have been rebuilt, and are ready for the lighting apparatus, which in both is to be a fourth order lens, showing a fixed light, varied by flashes.

New lanterns have been placed on Saddleback, Cape Elizabeth, Whale's Back and Nashe's Island light-houses.

New reflecting lighting apparatus has been placed in Wood Island, Isle of Shoals, and Hendricks' Head light-houses. The last named light has been changed to a revolving light.

Portland Head and Cape Elizabeth light-houses have been lined with brick walls, and cast-iron staircases have been set in them. A small brick work-shop has been built at each light.

Negro Island and West Quoddy light-houses have been sheathed with wood, and shingled.

The old Cape Elizabeth fog-bell has been repaired, and erected at Portland Head light-house.

The fog-bell at Petit Menan light-house has been altered from Jones's original pattern, and now performs well.

New dwelling-houses have been erected at Owl's Head, Moose-à-bec, and Libby Island light-houses.

Lenses have been substituted for reflectors in Little River, White Head, Portland Head, Cape Elizabeth, Whale's Back, and Portsmouth light-houses.

2. Of the beaconage, buoyage, &c., of channels, &c.

Since my last report, five new buoys and a bell-boat have been placed to mark the approaches to Portland harbor; several new buoys have been placed in the Kennebec river; the ledges in the Sheepscot river have been marked by buoys.

A buoy, a stone beacon, and three iron spindles have been placed and erected in Rockport harbor.

A timber beacon has been built on Steel's ledge, Penobscot bay. One of the same kind has been erected on Trott's ledge, near Castine.

The western entrance of Edgemoggin reach has been marked by buoys.

Fox Island thoroughfare and Deer Island thoroughfare have been buoyed throughout. Two new buoys have been placed in Mount Desert harbor. Several dangerous ledges in the vicinity of Petit Menan island have been marked by buoys. The Moose-à-bec reach,

and St. Croix river, have been marked by buoys. In the St. Croix, a large timber beacon has been erected on a dangerous ledge, four miles below Calais, and two wooden beacons are now being built, to mark the channel through the narrows in West Passamaquoddy bay. All of the buoys and beacons in the district have been colored and numbered in accordance with the regulations.

3. Of the general condition of the branches of the light-house service.

The general condition of the majority of the light-houses in the district is now good. Taking the district as a whole, it may be considered in moderately good order. This is due, not only to the fact that a considerable sum of money has been spent during the last two years, in renovating and repairing the light-houses of the district, and in building new beacons and in placing new buoys, but also to the fact that the keepers now understand their duties much better than when I made my first inspection tour in 1853. Then, they had just been appointed; none of them had any instructions—some of them had scarcely seen a light-house before they came to take possession of those to which they had been appointed; and only in a few cases where re-appointments had been made, was there any indication that a good light would be kept. Some could not make the lamps burn at all, and others burned them without chimneys. Each time that I have inspected since, I have noticed in the greater part of the light-houses a marked improvement in cleanliness and in the acquaintance of the keepers with the manipulations of the lamps. A great deal of the improvement is due to the greater experience of the keepers, but a great deal also has been caused by the inspection which they know will be made during the season.

The beaconage and buoyage of the district are in as good order as they could well be placed, with the means at my disposal. It may be presumed that the channels which I have mentioned previously, where new beacons have been erected and new buoys placed, are in good order.

All of the old buoys have been cleaned, painted, and numbered, and in many instances changed, during the past season. The labor of doing this, this season, has been much less than it will be during any season hereafter, for the number of buoys has been nearly doubled.

The buoy-tender, in addition to furnishing transportation to the inspector, takes care of all the old buoys, except those in the Kennebeck river and Portsmouth harbor; she has had, during this season, quite as much to do as one schooner can attend to; and the duties will be so much increased next season, that one schooner will not be sufficient to perform the work.

4. Of rebuilding, renovations, and extensive repairs required during the next fiscal year, with estimates, &c.

I consider that it will be advisable to enlarge and alter Mount Desert Rock light-house, to make it suitable for a third order lens. The tower is now fifty feet high, and the lighting apparatus consists of eight twenty-one inch reflectors, and argand lamps, arranged in

the same horizontal plane; of course, a very inefficient light is shown. To make the alteration, the sum of $10,000 is required.

The lighting apparatus at Martinicus Rock is like that at Mount Desert Rock, viz: twenty-one inch reflectors and argand lamps, arranged in a single horizontal plane. There are two towers, and I recommend that the light be made a single revolving light. For that pnrpose, a new tower will be required. The tower-lantern and dwelling-houses, independent of the lighting apparatus, will require $27,500.

Seguin light-house needs rebuilding, and should be fitted with a first-order lens. New dwelling-houses are also needed. The tower, lantern, and dwelling-houses will require $25,000. If the above recommendations be carried out, the arrangement of these three first-order seacoast lights will be that recommended by the temporary light-house board in 1851.

Quoddy Head light-house requires rebuilding, and new dwelling-houses, and should be fitted for a third-order lens. For this purpose, $15,000 will be required. (In the light-house list it is reported as built in 1808; it is worn out.)

Brown's Head light-house was built in 1832, of rubble stone and lime mortar. It is worn out. I recommend that it be rebuilt. The sum of $5,000 will be required for the purpose.

Marshal's Point light-house was built in the same manner, and at the same time. I recommend that it be rebuilt. The sum of $5,000 will be required for the purpose.

Fort Point light-house was built in 1836. It is entirely worn out. I recommend that it be rebuilt. The sum of $5,000 will be required for the purpose.

For recapitulation see end of the report.

5. Of all additional aids required, &c., with an estimate of the cost in detail.

To enable vessels to cross Isle au Haute bay, and get into Deer Island thoroughfare, I consider a light-house necessary on Peggy's or Mark island, in the thoroughfare. The sum of $5,000 will be necessary for this purpose.

There is a very good harbor about four miles west of Mount Desert harbor, called Bass harbor. A light is necessary to assist vessels in entering it; and I recommend that $5,000 be appropriated for a light-house on Bass Harbor Head.

In accordance with the recommendation of Lieutenant Comg. Craven, U. S. N., assistant U. S. coast survey, I recommend that a light-house be built on or near Spoon island, off Isle au Haute, Maine. To build this light-house, $6,000 will be required. There is a long stretch of coast in that vicinity which has never been lighted. The sum of $4,500 was appropriated by the last Congress for the erection of a light-house at Isle au Haute thoroughfare. Lieutenant Craven recommends that it shall not be erected there, but on or near Spoon island, Maine.

The owner of Widow's island is unable to give a good title to it. The sum of $4,500 was appropriated at the first session of the last Congress for the erection of a light-house on or near this island.

There is a rock in the immediate vicinity, on which the light-house could be built; but as the keeper would be obliged to live in the tower, this would cost more than an ordinary light-house. I therefore recommend that the apropriation be increased $2,500. I recommend that $10,000 be appropriated for bell-buoys on the south breaker off Whitehead light-house, entrance of Penobscot bay, and on Boone island ledge, three miles east of Boone island, Maine.

For placing buoys and spindles in the waters on the coast of Maine, I recommend that $3,000 be appropriated.

For a stone beacon on Fiddler's ledge, Penobscot bay, to take the place of the small iron spindles there now, I recommend an appropriation of $3,000.

For recapitulation see end of the report.

6. Of changes of locations, &c., of existing aids: I have nothing to recommend under this head.

7. Of all useless aids, and of the disposition to be made.

I know of none in this district that can be considered entirely useless, and have no recommendation to make.

8. What advantages have been derived by the introduction of lenses in place of reflectors.

It is my opinion that all of the advantages possible, viz : economy and an increased brilliancy of the light, have been derived by the substitution of lenses for reflectors. I think it doubtful whether a reflector light, which is elevated more than seventy feet above the ground, and which is a good light of the reflector kind, would be improved by the substitution of a lens of an order lower than the third, the lamp of which burns only a single wick. In two or three instances, however, I have placed fourth-order lenses in towers which are higher than seventy feet, and have found no perceptible diminution of the light for a radius of two or three miles. But I am inclined to think that beyond that distance, the reflectors would give the brighter light in these particular cases. Portsmouth light was the best fixed reflector light that I have ever seen. It was usually made before Whale's Back light, which is more than a mile farther seaward. Since the substitution of the fourth-order lens for the reflectors, Whale's Back light is seen first coming from sea. As I have not tried any lamps with double concentric wicks in these fourth-order lenses hitherto, I am not prepared to state whether this would be the case if they were used. My impression is, that with the double concentric wicks, the superiority of the lenses would be certain.

In one instance, that of Cape Elizabeth light-house, a third-order lens has been substituted for two reflectors lights, one fixed and one revolving. The lens is intended to show a fixed light, varied by flashes. But the machinery that moves the flashing part of the apparatus is so imperfect that it has had to be moved by hand during half the time, and the revolution has been so slow that no appearance of flashing is given, but there is merely a successive brightening and dimming of the light. No repairs or alterations that I been able to make have remedied the defect; and a new revolving apparatus is required, which must run easier and faster. This apparatus is now being made at this place.

9. As there are no light-vessels in this district, I have no remarks to make under this head.

10. What number of lens-lights have been introduced since October, 1852, the number of reflector-lamps removed, and which would have been required for new light-houses under the reflector system.

11. What per-centage of oil and other supplies is now saved by the substitution of lenses for reflectors, so far as changes have been made.

Below I give a list of the light-houses in which lenses have been placed, in which are the name of the light-house, the number of lamps before the change, or which would have been required under the reflector system, and the order of the lens erected.

Name of light-house.	No. of reflectors.	Order of lens.
Little River Harbor	5	5
Pumpkin Island	8	5
Heron Neck	9	5
Cape Elizabeth	24	3
Portland Head	13	4
Portland Breakwater	3	6
Boone Island	20	2
Whale's Back	15	4
Portsmouth	13	4
Petit Menan	14	2
White Head	14	4
	138	

It appears, therefore, that the substitution of eleven lenses, burning eleven lamps, has answered the purpose of one hundred and thirty-eight lamps and reflectors.

A comparison between the actual consumption of oil can be instituted at only two of the old lights at present, as the changes have been made in all the others except one during the present summer. The returns from the one referred to show a saving of oil, but they cannot be relied upon.

At Portland Head, the consumption for the first half of 1854 was 220.18 gallons. The lens was put up January 3, 1855, and the consumption for the first half of 1855 was 47.79 gallons.

At Portsmouth light-house, the consumption for the first half of 1854 was 302.21 gallons. The lens was put up December 29, 1854, and the consumption for the first half of 1855 was 39.93 gallons.

The saving in the first case was 360 per cent., and in the second 656 per cent. The discrepancy between the two arises from the fact that Portsmouth light-house is a frame structure, very open, and usually burnt in a year twelve gallons per lamp more than any other light-house in the district. Before the lens was erected, the upper part of the tower had been lathed and plastered, and made as nearly air-tight as possible. This fact will account in some degree for the *small consumption*.

One hundred and thirty-eight reflector-lamps consume 5,520 gallons of oil per annum. The eleven lenses, with the most liberal allowance, consume 1,400 gallons per annum. There is, therefore, a saving in the item of oil of 4,120 gallons per annum, which, at the rate of $2 25 per gallon, amounts to $9,270. This is at present, in the eleven light-houses named, a saving of about 300 per cent.

The saving in the other supplies, with the exception of fuel, must be nearly as great.

12. The present condition of the light-house towers, dwellings, &c., on the coast, compared with their condition when present inspector took charge.

I have no hesitation in stating that the present condition of the light-house towers, &c., in this district, is much better now than when they were taken charge of by me in January, 1853. During the season of 1853, I could do but little in making substantial repairs; I was unacquainted with the coast, and after making the tour of the district, found that quite a large expenditure was necessary to place the towers and dwellings in a fit state to go through the next winter. Since then I have endeavored to make the repairs and alterations in as substantial a manner as possible, and the list under head No. 1 shows what has been done since July, 1854. As a general thing I have considered it best to build the dwelling-houses of wood. I found that in every instance, the stone houses which had been erected previously were damp and often unwholesome. This could be remedied by brick lining with an air-streak, but in nearly all cases the appropriation was too small to bear this. I have, therefore, built nine keepers' houses of wood, and they give satisfaction to the occupants, and will last twenty-five or thirty years with but little repairs. I mention this, because at first sight it appears that the substitution of a wooden house for a stone one is anything but a substantial repair.

13. Relative conditions of the beaconage and buoyage of channels, &c., now, and when the district was taken charge of by the present inspector.

The beaconage and buoyage of the different channels of the district have been much improved in the last two years. The ledges of all the most important thoroughfares have been marked by buoys as far as has been practicable; so that now, the navigation of the Muscle Ledge channel, Fox Island and Deer Island thoroughfares, Edgemoggin and Moose-à-bec, reaches it comparatively safe. The Sheepscot and St. Croix rivers have been buoyed out, and many buoys have been placed on isolated rocks in the open ocean. In all the channels and thoroughfares above mentioned, with the exception of the Muscle Ledge channel, no buoys had been placed before the district had been taken charge of by the inspector.

In nearly all cases where outside rocks had been marked by spar-buoys, nun or can buoys have been set in their places, and sundry spindles and beacons have been erected at various important points in the district, which are referred to under head No. 2.

14. General remarks having reference to the gradual improvements of all the old aids to navigation, and to an efficient, economical, and systematic management of the light-house service.

I can suggest nothing worthy the attention of the board as to any change in the present system for the gradual improvement of the old aids to navigation in this district. I believe that they improve every year under the present system, and that if sufficient means be granted, they will continue to improve. The principle of the substitution of lenses for reflectors is, in my opinion, the true one, and I believe that if this principle be carried out, and proper persons be selected for keepers, our light-house establishment will in a few years be all that those most interested in it can desire.

A general increase of the salaries of the keepers—say enough to make the average salary one hundred dollars greater—is necessary. Three hundred and fifty dollars a year, which is the most usual salary in this district, is not enough to support decently any man with a family who is capable of keeping a light well.

I believe that such an increase would cause a better class of men to seek after these places. They are now too often filled by men who are fit for no business, and who apply for these positions because, even with the small salaries now given, they get more money in a year than they could get in the same time by doing anything else.

On account of the large number of outside buoys in this district, which require attention—of the length of time often required to get from point to point in a schooner—of the great loss of money arising from delays in transporting working parties—of the expense of chartering vessels to transport materials for building, fuel, &c., &c., I am of the opinion that the best interests of the light-house establishment in this district will be advanced by the purchase of a small steamer. She might be schooner-rigged, a propeller—one of about 250 tons burden.

One such steamer could perform all of the service, which now requires two and sometimes three schooners; and in addition, the time and transportation of workmen would be saved, which in themselves are large items. She could also deliver the annual supplies from Portland or Portsmouth, and by that service alone would cause an improvement. The supply-vessel is always in a hurry, and in several cases has left supplies which are not fitted for the light. Often, too, on account of the short time which she can spend at any light-house, it turns out that the repairs of oil-butts, lamps, &c., have been imperfectly made. But the great number of outside buoys in the district which require attention, is the principal reason why a steamer would be particularly useful. There are many more buoys on ledges exposed to the full force of the sea, along the coasts of Maine and New Hampshire, than along any coast of the same length in the United States, and I have sometimes had a vessel waiting more than a month to replace one buoy. Two weeks is not an uncommon time to take up in changing one. A steamer could place ten such buoys before a schooner could place one, under the most favorable circumstances.

Very respectfully, your obedient servant,

W. B. FRANKLIN,
Light-house Inspector, First District.

Lieut. T. A. JENKINS, *U. S. N.*,
Secretary of the Light-house Board, Washington, D. C.

RECAPITULATION.

Renovations and repairs recommended.—First district.

Mount Desert Rock light-house	$10,000 00
Martinicus Rock light-house, without lighting apparatus.	27,500 00
Seguin light-house, without lighting apparatus	25,000 00
Quoddy Head light-house	15,000 00
Brown's Head light-house	5,000 00
Marshall's Point light-house	5,000 00
Fort Point light-house	5,000 00
Total	92,500 00

New aids recommended.—First district.

Light-house, west entrance to Deer Island thoroughfare	$5,000 00
Light-house on Bass Harbor Head	5,000 00
Light-house on or near Spoon island, in addition to $4,500 appropriated for light-house in Isle au Haute thoroughfare	1,500 00
Light-house near Widow's island, in addition to $4,500 appropriated August 3, 1854	2,500 00
Bell-buoys on South breaker and Boone Island ledge	10,000 00
Buoys at various points in waters of Maine	3,000 00
Stone beacon on Fiddler's ledge	3,000 00
Total	30,000 00

Total of renovations, &c., and new aids, $122,500.

W. B. FRANKLIN,
Light-house Inspector, First District.

PORTLAND, *September* 30, 1855.

APPENDIX No. 2.

BOSTON, *September* 5, 1855.

SIR: I have the honor to submit the following report of the progress made in the construction of light-houses and other aids to navigation in the second light-house district, and the expenditures thereon, during the fiscal year ending June 30, 1855:

Light-house at the head of Holmes's Hole harbor.—The three beacon-lights were completed and lighted on the 4th December, 1854. The keeper's dwelling-house is nearly finished.

Erection of beacon and repairs of beacons in Newburyport harbor.—There has been no expenditure under this appropriation during the year. The beacon that was temporarily repaired the previous year,

was carried away by the ice this spring. An additional appropriation of $2,000 is asked for to rebuild it and secure both.

A beacon on Fawn bar, near Deer island, in Boston harbor.—The foundation of this beacon was secured and some repairs made last fall; but the superstructure was carried away by a gale, during the winter. It will be built during the present working season.

Beacon on Deep Hole Rock.—No expenditure.

Light-house and keeper's dwelling on or near the Breakwater, at Bass river.—This house was completed and lighted on the 30th April, 1855.

Towards erecting a light-house on the rocks called the Sow and Pigs.—No progress made in the construction of this work during the last year. Operations will be commenced early in the next working season.

Rebuilding light-house at Gay Head.—Bids have been received and accepted for the completion of this work by the 1st December, 1855.

Bell and triangle beacons at the Graves and Harding's ledges.—The beacon for the Graves has been built, and was moored on its station the 22d of June, 1855. That for the Harding's will be finished in a few days.

Light-house on Egg Rock island, near Nahant.—The difficulty in obtaining a satisfactory title to the island has deferred the contracting for the construction of this house.

Removal of light-house at Truro, (Highlands) Cape Cod.—The subject of the new location is under the consideration of the Light-house Board.

Preservation of the site of Billingsgate Island light-house.—The repairs at this place during the last year were carried away by a gale during the winter, and the balance on hand will hardly be sufficient to preserve the light-house during the present winter.

The previous history of this island would indicate that it would be better and cheaper to build a new light-house on screw-piles, than to make further attempts to secure the permanency of the present site. I therefore ask an appropriation of $14,000 for that purpose.

Rebuilding light-house at Brant Point, Nantucket harbor.—The plan for this light-house is under consideration by the Light-house Board.

Light-house on the Spit at the entrance of the Narrows, Boston harbor.—Bids have been received and accepted for the completion of this work by the 1st December, 1855.

Beacon on Alderton Point, entrance to Boston harbor.—Bids have been received and accepted for the completion of this work by the 1st December, 1855.

Repairs and incidental expenses.—The expenditures under this appropriation are for the repairs of light-houses, building a dwelling house for the assistant keeper at Sankaty Head, and the general contingent expenses for the district.

Respectfully submitted.

C. A. OGDEN,
Major Corps Engineers.

Lieut. THORNTON A. JENKINS,
Secretary Light-house Board, Washington.

BOSTON, *September* 6, 1855.

SIR: In addition to my "report of the progress of the light-houses and other aids to navigation, during the fiscal year ending June 30, 1855," I have the honor to submit the following:

A contract was made with Harrison Loring, on the 1st July, to complete the light-house on the Spit at the entrance of the Narrows, Boston harbor, by the 1st December, 1855.

A contract was made with Caleb King, on the 18th July, to complete the light-house at Gay Head by the 1st December, 1855.

The light-keeper's dwelling-house at Holmes's Hole was completed on the 20th July, 1855.

A contract was made with Albert Blaisdell and Charles Emerson, on the 20th August, to complete the beacon on Alderton Point by the 1st December, 1855.

A contract was made with Ira P. Brown, on the 27th August, to complete the light-house on Egg Rock island by the 1st December, 1855.

The bell-beacon for the Harding's ledge has been completed, and was moored on the 5th September, 1855.

The iron spindle on the Londoner Rock, off Cape Ann, has been completed,

The foundation and three courses (2 feet each) of the superstructure of the beacon on Fawn bar has been laid.

Estimate of funds required for the preservation of the construction and repairs of light-houses and other aids to navigation, in the second light-house district, during the fiscal year ending June 30, 1857.

For construction and repairs of beacons in Newburyport harbor	$2,000 00
For a light-house on or near Billingsgate island	14,000 00
	16,000 00

Very respectfully, your obedient servant,

C. A. OGDEN,
Major Corps Engineers.

Lieut. THORNTON A. JENKINS,
Secretary Light-house Board, Washington.

APPENDIX No. 3.

LIGHT-HOUSE ENGINEER OFFICE, NEWPORT, R. I.,
October 4, 1855.

SIR: In compliance with the request of the Light-house Board, as expressed in an extract from its proceedings of the 29th May, 1855, communicated in your letter of June 5, I have the honor to submit the following report of light-house operations in the Rhode Island subdivision of the third district, for the year ending September 30, 1855, and of proposed operations and estimates for the next fiscal year.

The great extent of the third district, and of the operations therein, added to the various other duties devolved on the engineer in charge, made a further subdivision desirable, and, accordingly, I was directed by the chief engineer (June 2, 1855) to report to the Light-house Board for the assumption of light-house duties in the Rhode Island subdivision. This was done, and I at once entered on the duties assigned. The following appropriations were then available:

1. For a new light-house tower and illuminating apparatus and fog-signal at Beaver Tail	$14,500 00
2. For rebuilding the light-house and keeper's dwelling, and for the repairs of the sea-wall to preserve the light-house site at Watch Hill	8,500 00
3. For a beacon or spindle to mark the reef extending from Block island	2,000 00
4. For a beacon-light at Bristol Ferry, a balance of $1,368 48 of an appropriation of	1,500 00

The operations under these heads have been as follows:

OPERATIONS.

Beaver Tail.—The plans of this work were not fully prepared at first; and by reason of several modifications successively proposed, and an entire change of plan early in September, nothing has been done except to get out the stone for foundations, and to make some arrangements which will facilitate a rapid execution of the work next spring. No operations are now in progress there.

Watch Hill.—The existing tower at this important locality is exceedingly precarious, and the old house is in bad condition. As the present sea-wall will, in all probability, secure the site this winter, with slight repairs, I thought it best to concentrate operations this season on the house and tower. Accordingly, I prepared a plan, which was approved, for a brick house and stone tower in connexion. Good progress has been made in constructing the house and tower in a very durable style, and with every prospect of a good result. It is confidently expected that the house and tower will be finished in season for occupation during the coming winter.

The tower is built at an angle of the house, and communicates with an oil-cellar at bottom and a cleaning-room in the second story of the house. It is ten feet square, without batter, faced with granite blocks of full length and ten inches thick on all sides, and this facing is backed with brick-work, leaving a six-feet cylinder for cast-iron stairs. Large flues are left at each angle between the facing and backing. A base course projects three inches, and a corbel course at top supports the coping course of cut-stone. The house is of two full stories, and contains a sitting-room, dining-room, kitchen, three chambers, a closet-room, and house-cellar, besides the cleaning-room and oil-cellar.

The unexpended balance of the appropriation will be applied to the sea-wall, for which I shall submit an estimate under the succeeding head.

Block Island.—By reason of various pressing engagements, I have

not yet succeeded in visiting Block island, for examining the question of locating a beacon or spindle, and to report on the change of location of the light which has been proposed. I expect soon to do this, when I shall submit a special report.

Bristol Ferry.—The beacon-light at this place has been hitherto maintained on a wooden frame-work. No keeper's house had been provided. I have to report the completion of the new house and tower, in a very satisfactory manner, and that the light is this night first exhibited on the new tower, at a distance of 53 feet N. ¼ W. of its old place, 4½ feet higher, and 30 feet above low water. The walls of the house and tower are of brick, and the plan is otherwise precisely that first supplied by the board. The result obtained is a thoroughly built, small, but convenient construction, well adapted to the place.

Nayat Point.—The gale of last January had the effect to so undermine this light-house that some repairs were necessitated for its protection during the storms of the coming winter. These repairs have been applied. I shall treat of the renovation of this light and its sea-wall defence under the next head.

Goat Island wharf.—The service of buoys, &c., in this portion of the third district requiring a place for storage and repairs, the Secretary of War has authorized the use for this purpose of a part of Goat island, Newport harbor. The old Fort Wolcott wharf, which was the landing place, had fallen into almost total ruin, so that a landing could not be effected there at high water, and stores could not be landed at all. Under these circumstances, I was directed to repair the old wharf. The stone-work is already complete, and the filling and capping are in hand. It amounted to an entire reconstruction of all above low water, and this has been done so faithfully and so well, that the result is highly satisfactory. The wharf will soon be much better than it ever was before. This locality is admirably adapted to the purposes in question, and by some extension of shore accommodations, can be made all that the buoy service requires in this quarter.

PROPOSED CONSTRUCTIONS, AND ESTIMATES.

Lime Rocks, Newport harbor.—The keeper of the Lime Rock light is now obliged to live in Newport, and to reach the light daily in a boat. This is a matter of much difficulty during the winter storms, and would, in some cases, be quite impracticable. It seems desirable, on other accounts, that the keeper should live on the spot. That he may do so, a house is necessary, as the present building has only a single small room, and is but a temporary shanty. I would, therefore, recommend that an appropriation be asked for this purpose, and for a ferry rope or foot-bridge between the rock and the shore. I estimate that for these purposes the sum of $1,500 will be required.

Dutch Island—The lantern and stairs of the tower of Dutch Island light are extremely bad. The stairs are of very rough stone, dark, cramped, and slippery in winter. The lantern is wretched, astragals very broad, glass bad, and the door so broken that it cannot be closed

tight. It is very desirable that the lantern, illuminating apparatus, and stairs of this tower, if not the tower itself, should be rebuilt. Though the walls of the tower are only indifferent rough masonry, it may be sufficient for the present to break out the stone steps and introduce a brick shaft and iron stairs within, merely cutting out the required openings from the walls. But as this depends upon the condition of the masonry, which cannot now be fully known, I shall estimate an amount sufficient for the worst contingency. The house is in tolerable repair, but so built up with the tower as to need some modifications. With a view to all these objects, I estimate that an appropriation is required, for constructing the tower and lantern, and for new illuminating apparatus, at Dutch island, of $2,000.

Nayat Point.—The present tower and sea-wall at this point is in a very decayed condition. The tower is cracked on four sides from top to bottom; its floor is too low, and the stairs are inconvenient. The lantern is very bad, the astragals broad, glass small, bad, and patched, and lamps bad. The tower has been undermined—has been protected by a ring-wall, and this has been breached and repaired. A wall has been built along the south beach, to prevent the sea from cutting off the light-house site, and this, too, is broken down in great part. An entire renovation of this whole construction is required, and should be so executed as to be truly permanent. The present plan of sea-wall is radically faulty, and new lines are required, with more reference to wave and tide actions. Two principal lines, one along the south beach and one along the west beach, and the tower on the angle thus made, seems to me the proper plan, and I shall estimate accordingly. I estimate that an appropriation is required, for a new tower, illuminating apparatus, and sea-wall at Nayat Point, of $6,500.

Watch Hill.—The sea-wall for the protection of this important site is built on false principles and in an inferior style. The first wall built was not carried deep enough, and a second wall has been, in some parts, placed outside of this, which is also now being undermined by the action of the sea. The materials used were the beach-boulders, and are not adequate to resist the action of the unbroken swell of the sea, which breaks in full force on this salient point. Incessant repairs will be required until a regularly coursed wall is built and carried down below low water. An enrockment to protect the foot of the wall will, probably, also be needed. As the site is one of prime importance, and as so much of it has already been swept away since its first occupancy, I think it ought now to be guarded in the securest manner. The balance of the present appropriation, after building the house and tower, will not suffice for such a sea-wall, and I therefore estimate the additional amount, which will be required for this purpose, at $10,000.

RECAPITULATION OF ESTIMATES.

For keeper's house and ferry rope, or foot-bridge, at Lime Rock, Newport harbor.....	$1,500 00
For reconstructing the tower and for new illuminating apparatus at Dutch island.....	2,000 00

For new tower, illuminating apparatus and sea-wall at Nayat Point..... $6,500 00
For completing sea-wall at Watch Hill..... 10,000 00

Some other localities where improvements are desirable have engaged my attention, but require further study before action is recommended. I am, sir, very truly yours, &c.,

E. B. HUNT,
Lieutenant Corps of Engineers.

Capt. T. A. JENKINS,
Naval Secretary Light-house Board.

LIGHT-HOUSE ENGINEER OFFICE,
Newport, R. I., October 17, 1855.

SIR: In further compliance with the instructions of the board as conveyed in your letter of June 11, I yesterday made a careful examination of the north end of Block island, to determine the question involved in the existing appropriation of $2,000 "for a beacon or spindle to mark the reef extending from Block island." I also examined, as requested, the sand actions around the present light-house, and the question of a new location for the light. I have to report the following facts and conclusions:

The existing arrangement consists of two lights on the ends of the keeper's house, and 50 feet high. Around this are shifting sand-hills on all sides, and these have reached such a height on some points that the lights only show some ten feet above them. The sand-grass gathers sand constantly, and there is no security against its speedily rising high enough to mask the lights. Altogether the location seems to me utterly bad. It is too remote from the point to make the Sand-spit, which runs nearly two miles north of the lights. From a line almost due east, around by the south, to a line about 30° west of south, these lights are wholly masked by the higher land of the island. Now it happens that the most valuable action of a light at Block island is in this angle of eclipse. Being intermediate between Gay Head and Montauk lights, it should show well seaward. Navigators running in from the southeast and expecting to make this light would not see it at all, and thus in dark nights would run directly on the east beach. In fact, this beach is a frequent scene of wrecks. Clay Head bluff, lying but little south of east from the lights, rises to full twice their height. It is my decided opinion that the Block Island light should be on this line of cliffs and near their highest point. So placed and raised on a tower of some 40 or 50 feet, it would, I think, show over the entire island, unless it might be Beacon Hill. It would mark the east coast line, and have an unobstructed range over all the field now lighted, and nearly 90° besides. It would be freed from sand-hills, and would in effect mark the North Sand-point quite as effectively as is now done. Its westward action would, on the whole, be better than now.

For the purpose of more distinctly marking the North Sand-point, a small beacon-light on the extreme point might be added to advantage. This should be so made as to be easily moved, and could

thus be always kept on the extreme point. For this purpose it would not need to be more than twenty feet high; and it could be maintained about one-third of a mile north of the present light, and the present house could be made to serve for the keeper's residence.

In relation to the beacon or spindle for which the existing appropriation was made, I am satisfied, from all I can learn of the sand-spit off the northwest point, that it would be unwise to attempt the erection of any fixed structure thereon. About a hundred years ago, a beach-plum thicket grew on what is now called the Hammock, or shoal spot, on the north end. The Coast Survey charts show five feet water there at mean low water. About two years ago, the shoal, to the extent of an acre, appeared dry after a severe storm. It is said to shift both east and west, and out and in from shore. Thus no reliance can be placed on its stability. The surf is exceedingly violent along the shoal during southerly storms, when the spray is said to break fifty feet high, as opposite waves meet. Again, from the Hammock, north, the water deepens very gradually, so that a beacon or spindle there would require an extraordinary berth. But the buoy is the real and safe index of the end of the spit, and as such, is really better than a spindle or beacon on the Hammock. It would, during storms, be seen as well as a beacon cased in spray. If it needs to be more conspicuous, a can or nun buoy might be substituted for the present spar-buoy, and this change would probably be very judicious in any event. A lighted beacon on the spit I consider impossible, and an unlighted one nearly useless and wholly precarious. The change of buoy and a beacon-light on the extreme point of land, together with a sea-light on Clay Head, would furnish the maximum protection against this reef, which could be attained without a light-boat. Should this plan be adopted, the existing appropriation would suffice for building the movable beacon on the point, and re-fitting the present house for its keeper.

From the considerations now presented, an entire re-organization of the Block Island lights seems to me of urgent necessity. Those lights cannot do their duty as they are. The two lights show as one at a short range, and the attrition of the sand has so roughened the lantern-panes that they are fast approaching the state of ground glass; hence a decided dullness of light results. They are so much masked to the seaward, as to serve as false lights by their non-appearance when expected. A new fixed light, varied with flashes, on Clay Head, to serve as a general sea-light, and a red beacon-light to indicate the shoal point or spit which runs off to the north of the present lights, would serve all the purposes of navigation far better than the existing double light.

I would therefore respectfully recommend that an appropriation be asked for building a new light-house and keeper's dwelling on Clay Head, and that the appropriation now available be applied in constructing a movable beacon on the point of sand as far north as may be, with safety; also that a can or nun buoy be substituted for the spar-buoy off the north end of the spit. I estimate that, for purchasing the site and building the tower and keeper's house, and for new

illuminating apparatus on Clay Head, or the most northern high bluff of the east beach, the sum of $9,000 will be requiued.

Very respectfully, yours, &c.,

E. B. HUNT,
Lieutenant Corps of Engineers.

Captain E. L. F. HARDCASTLE,
Engineer Secretary Light-house Board.

APPENDIX No. 4.

LIGHT-HOUSE OFFICE, THIRD DISTRICT,
No. 101, *Front street, New York, Oct.* 1, 1855.

SIR: In compliance with the order of the Light-house Board, under date of 29th May last, I have to submit the following answers to several of the questions accompanying it, in relation to the operations connected with the service of the third light-house district, for the last fiscal year:

1. "Of renovations, repairs, &c., of light-houses, light-vessels, and beacons, made since 1st July, 1854."

The illuminating apparatus at the following light-houses has been renovated, viz:

Fort Tompkins.—A fourth-order lens, 270°, fitted with valve and argand lamps, for the nine argand lamps, and 21-inch reflectors.

Robbin's Reef, N. Y.—A fourth-order lens, 360°, with valve and moderator lamps, for the nine argand lamps, and 21-inch reflectors.

Bergen Point, N. J.—A sixth-order lens, 300°, and argand lamp, for the seven lamps, and 15-inch reflectors.

Roundout Creek, N. Y.—A sixth-order lens, 300°, and argand lamp, for the five lamps, and 15-inch reflectors.

Cedar Island, N. Y.—A sixth-order lens, 270°, and argand lamp, for the nine lamps, and 14-inch reflectors.

Esopus Meadows, N. Y.—A sixth-order steamer lens, 225°, and argand lamp, for the four lamps, and 15-inch reflectors.

Saugerties, N. Y.—A sixth-order steamer lens, 225°, and argand lamp, for the four lamps, and 15-inch reflectors.

Coxackie, N. Y.—A sixth-order steamer lens, 225°, and argand lamp, for the six lamps, and 14-inch reflectors.

Morgan's Point, Ct.—A sixth-order steamer lens, 225°, and argand lamp, for the ten lamps, and 14-inch reflectors.

Poplar Point, R. I.—A sixth-order steamer lens, 225°, and argand lamp, for the eight lamps, and 14-inch reflectors.

Norwalk Island, Ct.—Six argand lamps, 21-inch reflectors, and new clock machinery, for the ten lamps, and 14-inch reflectors.

Stratford Point, Ct.—Six argand lamps, 21-inch reflectors, and new clock machinery, for the ten lamps, 15-inch reflectors, and old revolving apparatus.

Point Judith, R. I.—Ten argand lamps and 21-inch reflectors, and new clock, for the ten lamps, 15-inch reflectors, and old revolving machinery.

A new vessel showing two lights, each composed of eight argand lamps and 12-inch reflectors, has been placed off Sandy Hook, and the old one removed for repairs; but she proved to be in a very decayed state, and was sold.

A regular system of repairing the towers and keepers' dwellings in the district was established by Major W. D. Fraser, United States engineers, and I believe has been generally satisfactorily carried out by him and his successor, Captain George Dutton, of the same corps, to whose reports I would refer you for the details.

2. "Of the buoyage, beaconage, and stakeage of channels, &c., so far as completed under the present system."

The buoyage of the several channels through New York bay and harbor; the East river, N. Y.; Newark and Princess bays, N. J.; Narragansett bay, the several harbors in it, and Providence and Warren rivers, R. I., has been completed. The buoy-vessels are now busily at work in Long Island sound and harbors, and it is expected that the buoyage of these, and Gardiner's and Peconic bays, will be completed in all of the next month.

3. "Of the general condition of the different branches of the light-house service at the date of the report."

With the exception of the several cases alluded to in this report, the condition of the different branches of the light-house service in this district may be considered as satisfactory; but a great deal yet remains to be done in building and improving.

Jurisdiction has been obtained over the land required for all the sites of the new light-houses authorized, agreements made for its purchase, and the papers placed in the hands of the United States district attorney for examination, &c., with the exception of Race Point, Fisher's island, N. Y., the price for which has not yet been agreed upon.

4. "Of rebuilding, renovations, and extensive repairs required during the next fiscal year."

Bergen Point and Passaic light-houses, Newark Bay, N. J.—The cribs on which these buildings stand were originally built in the slightest manner possible, and without being entirely filled in. They are now decayed, or worm-eaten, and settling inwards; the walls of the buildings are settling, and the whole fabrics are in such a state as to be liable to be swept away by a heavy pressure of ice at any moment. I would recommend that both be rebuilt.

Execution Rocks, N. Y.—The foundation is insecure. The stones thrown to the eastward of the tower to protect it from the heavy gales from that quarter have been washed to the west side, and the vessel filled with stones for the same purpose is breaking up. The landing wants considerable repairs, as does also the gallery round the outside of the tower, and the plastering inside. I would recommend that the whole be attended to at the earliest moment possible, and at the same time a larger bell, with suitable striking machinery, be substituted for that now in use, which is much too small, and can be heard but a very short distance.

The sea-wall at Sands' Point, N. Y., gave way in an easterly gale in February last. It is very slightly built, and has been almost an

annual source of outlay for many years. I would, therefore, recommend that the point be protected in a more thorough and complete manner, either by jettees and enrockment, or a substantial wall, as may be deemed best advisable by the engineer of the district. I would also recommend that a fifth-order lens, to illuminate 270°, should be substituted for the nine lamps and 21-inch reflectors now in use.

Saybrook, Ct.—The crib-work supporting the foundation of the tower is decayed and giving way; the tower, I think, has the appearance of settling to the northeast, and should be attended to at the earliest date possible. The lantern is old, sashes large, and lights of glass very small. I would recommend that it be removed, and a fourth-order lantern take its place, with a fourth-order lens to illuminate 300°, in place of the ten lamps and 14-inch reflectors now in use. The dwelling leaks badly, and has been reported not worth repairing. I have to recommend that it be rebuilt; and as the public grounds are very circumscribed, that they be increased also.

New London, Ct.—The lantern at this station is very roomy, but has the same objections as the one at Saybrook, and I would recommend that it be renovated in a like manner, and a fourth-order lens to illuminate 315° be substituted for the eleven lamps and 14-inch reflectors now in use.

Faulkner's Island, Ct.—The dwelling at this station has been pronounced unworthy of repairing. I would recommend it to be replaced by a new one at a point as near to the tower as possible, and the old one torn down.

I would also recommend that a fourth-order lens to illuminate 360° take the place of the nine lamps and 16-inch reflectors, which are much worn, having been in use fifteen years

Black Rock, Ct.—Orders have been given to change the lanterns on this and Dutch island, Rhode Island, towers; but as they both required an entire renovating inside, the work has not been done this season, and I have to recommend that both may be renovated when the lanterns are placed. The illuminating apparatus is completely worn out, and I would also recommend that the first be supplied with a fifth and the latter with a sixth-order lens to illuminate 270°.

Point Judith, R. I.—The dwelling at this station is in much the same condition as the one at Faulkner's island, and I have to recommend that it be replaced in a like manner.

The lanterns in the Newport, Warwick, and Block Island, R. I., towers, are fitted with heavy sashes and small panes of glass. The illuminating apparatus at Block island and Newport is much worn, and I have to recommend that a new lantern be placed in them, and fifth-order lenses to illuminate 270° be substituted for the lamps and reflectors now in use.

Nayat Point, R. I.—The sea-wall at this point is again considerably damaged; the walls of the tower are cracked and settling, and I am of the opinion that money expended in repairing them is thrown away, and have to recommend that a new tower be erected further back on the point, behind and near the dwelling, and that a sixth-

order lens to illuminate 270° be substituted for the six lamps and reflectors, which are quite worn out.

The illuminating apparatus at Little Gull island, N. Y., is very much worn, and I have to recommend that it be replaced by a lens apparatus of not less than a third-order, to illuminate the entire horizon.

The beacon marking the entrance to Southport, Conn., is almost entirely broken up, and will have to be rebuilt from the foundations, or an iron pile beacon erected in place of it. The latter I would recommend, as it requires but little repair, and is more liable to stand against the ice. Wooden beacons require an annual outlay to keep them in order.

The foundation of the standard for the beacon-light at "Van Wie's Dam" was carried away early in the spring by a vessel drifting against it during a freshet; and as this has been frequently the case, I would recommend that a structure, either of iron or stone, strong and high enough to resist the pressure of the ice, and be above the freshets, be placed on or near the end of the dike.

5. "Of all additional aids required to render navigation safe and easy."

A beacon-light on or off Tarrytown Point, Hudson river, New York, would be of the greatest assistance to the navigation of the river. Two appropriations have been obtained for a light near this point, but both have reverted to the treasury, being considered inadequate for the object. The first appropriation was for a light on "Teller's Point," near Sing Sing, but the price asked for the land exceeded the amount appropriated. Title and jurisdiction was given by the State of New York, on the 11th of April, 1849, for so much land "in the Hudson river, at a point in the vicinity of Tarrytown Point, at such distance from the shore that the water, at the time of ordinary low-water mark, should not exceed two feet in depth," as might be required for the purpose, for the last, but it was also considered insufficient for the purpose.

A beacon on the sand-spit off Cannonicut Point, west side of entrance to Providence river, Rhode Island, would be of great service in the navigation of that river.

An iron spindle on the "Hen and Chickens Rock," Long Island sound, New York, would define the position well, could be easily placed, and mark the west side of entrance to Hampstead harbor.

"What advantages have been derived by the introduction of lenses in place of reflectors, in old and new light-houses?"

Better lights and a reduction in the expenses of keeping them.

"What advantages have been derived from the introduction of reflectors and of constant level lamps in light-vessels?"

Very much better lights.

"What number of the different order of lens lights have been introduced since October, 1852, and the number of reflector lamps removed from old lights, and which would have required new ones had the reflector system been continued?"

Two fourth-orders.

Four sixth-orders.

Eleven sixth-orders, (steamer-lenses.)
Three large-sized hand-lenses for beacons.
Four small-sized hand-lenses for beacons.
Eighty-six lamps and reflectors have been removed from thirteen light-houses, and all would have required new ones except two (Robbins' reef and Fort Tompkins,) had the reflector system been continued.

"What per-centage of oil and other supplies for lights is now saved by the substitution of lenses for reflectors, so far as the changes have been made, in the old and new lights?"

About seventy per cent.

Very respectfully, your obedient servant,

A. LUDLOW CASE,
Light-house Inspector, Third district.

Commander T. A. JENKINS, *U. S. N.*,
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 5.

OFFICE OF THE UNITED STATES ENGINEER AGENCY,
No. 5 BOWLING GREEN, NEW YORK,
October 12, 1855.

SIR: In compliance with the circular from the Light-house Board, transmitted to me under date of 5th June last, I have the honor to report in relation to so much of the light-house service in the third district as has been specially assigned to this office, and the operations therein since the 1st of July, 1854.

REPAIRS, REFITTING, AND IMPROVEMENTS.

A general inspection of the light-house establishments in the third district was made by Brevet Major Fraser, in 1853, who estimated the repairs required therein, and established a system for their execution by subdividing the third district into five divisions, designated as the Newport, New Haven, Sag Harbor, New York, and Burlington, or Lake Champlain, divisions, to each of which a vessel and working party, under the charge of an overseer, was assigned, who executed the repairs required under specific instructions from the superintending officer.

These repairs consisted in repointing the masonry of towers and houses with cement mortar; repairing and tightening decks; repairing and renewing, where necessary, the frames, glass, and covering of the lanterns, stairways, and electrical conductors; painting woodwork; and whitewashing towers.

The keepers' dwellings and out-houses, wherever necessary, were thoroughly repaired, including the renewal or repair of weather-covering, chimneys, plastering, cisterns, conductors, and adding conveniences for stowing oil and materials, with some repairs of protection works; such work only of this character and description being done as was considered indispensable to the establishment.

These general repairs, upon which a commencement was made early in the season of 1854, were completed on the 1st December last, and the following light-house establishments repaired in the manner described, viz:

In Rhode Island.—At Point Judith, Nayat Point, Warwick Neck, Poplar Point, Wickford Sandy spit, Prudence island, Goat Island light-house and pier, Block island, Dutch island, and some indispensable repairs at Beaver Tail and Watch Hill, which establishments were about to be rebuilt; also, on the beacons at Great Bend, Hog island, Brenton's flats, Bristol Ferry, and Spindle Rock.

In Connecticut.—At Great Captain's island, Norwalk, Black Rock, Stratford Point, Stonington, North Dumpling, and Faulkner's island. In addition to which, the two beacons in the harbor of Bridgeport have, during the past summer, been put in thorough repair.

In New York.—At Cedar island, Gull island, Plumb island, Montauk Point, at the eastern extremity of Long Island; at Eaton's Neck, Sands' Point, Execution Rocks, and Throgg's Point, in Long Island sound; at Fire island, Navesink, Sandy Hook, Fort Tompkins, Princess bay, Robbins' reef, and Bergen Point, in the waters near New York; and at Stuyvesant, Coxsackie, Four Mile Point, Saugerties, Rondout, Esopus Meadows, and Stony Point, on the Hudson river; and, in renovation and improvement, three wooden tripods were put up at Van Wie's dam, Cow island, and New Baltimore, and three iron beacon-posts at Primer's Hook, Catskill Reach, and West Point, all mounted with bug-lights.

On Lake Champlain, repairs have been made at Juniper island, Split Rock, and Cumberland Head.

The total amount expended under this head up to June 30, 1855, was $24,462 99.

CONSTRUCTIONS.

Light-house on Gardiner's island.—This structure is located at the extremity of a low, sandy beach, about three miles long, projecting to the northward from the above island, and elevated about three feet above high water. The building is composed of a keeper's house twenty-eight feet square, of one and a half stories in height, with a cellar, and is connected with a circular tower at the northern extremity nine feet diameter, surmounted by a lantern, intended to contain a Fresnel lens of the 5th order.

The plan was furnished by the Light-house Board, and the buildings have been constructed in the most substantial manner, of hard-burned bricks laid in cement, with slate roof, and cast-iron lantern. Connected with the building is a cistern, six feet diameter and seven feet deep, and a small frame wash-room ten by twelve feet. The focal plane of the lantern is elevated thirty feet above low water.

This light-house was completed and ready for lighting in December last.

Range beacon-lights for entering the harbor of New York, and guiding vessels to the Narrows.—Of these ranges there are three: one to guide vessels through the Swash channel, another through Gedney's chan-

nel to Southwest spit, and the third to guide vessels to and from the Narrows, requiring the construction of six light-houses, with three separate keepers' dwellings, four of which are located in New Jersey and the other two on Staten Island. In accordance with the plans furnished for these by the Light-house Board in April last, a contract, dated June 11, 1855, was entered into with Richard Calrow, jr., of the city of New York, for the construction of these six range light-beacons at the stipulated price of $19,124 for the whole, which included the construction of nine separate buildings in all, viz: Three hexagonal towers, three keepers' dwellings, with light-turret in the centre, and three separate keepers' dwellings, all of wood, upon foundations of brick laid in cement. The work to be completed on the 25th October, 1855.

At this time the buildings for the Swash range are nearly ready for occupancy and lighting, and the completion of all the others is expected during the month of October present.

The amount of appropriation on hand for these structures is estimated to be sufficient to cover the cost of construction, and also of cisterns, wells, and the contingent expenses of surveying and superintendence.

Monument on Mill reef, in Kill van Kuhl.—A wrought-iron pile-beacon has been established on the extremity of this reef, in seven feet water at low and twelve feet water at high tide. It is composed of a centre shaft, rising twenty-nine feet above low water, and surmounted by a basket-formed cage-work. The shaft, which is seven inches in diameter, being braced by iron rods to six 5-inch iron piles, established regularly around it at twelve feet distance. These piles, furnished with disks, were driven fourteen feet deep in a foundation of gravel, and boulders of very difficult penetrability, and imparting the utmost stability to the structure.

Beacon on West Oyster-bed, Newark bay.—A beacon, of the same material and pattern as that of Mill reef, has been established on the eastern extremity of the above shoal, in five feet water at low and ten feet at high tide, and rises thirty-one feet above low water. The piles were driven to the same depth, fourteen feet, in a formation of hard, compact mud and shells. Its stability is considered ample to meet any trial.

Beacon on Sand Spit, Sag harbor, New York.—A wrought-iron pile beacon has been erected on this shoal, composed of a centre pile shaft, seven inches in diameter, and spear rising twenty-eight feet above low water, and surmounted by a globular cage-work four feet in diameter, this shaft being braced, by rods of 2-inch iron, to four other piles, established at nine feet distance regularly around it, and all of them driven through disks twelve feet, into hard, compact sand. It is established in one foot depth of water at low and five feet at high tide, is conspicuous, and its stability is undoubted.

Beacon at Plum Gut, (north fork of Long island.)—The location of this beacon is on a large boulder situated on the west side of the passage from Long Island sound to Gardiner's bay, between Orient Point and Plum island.

A wrought-iron beacon had been designed for this locality, and the

iron-work manufactured, under a previous superintendence, composed of a centre shaft seven inches in diameter, rising thirty feet above low water, surmounted with a basket-formed cage-work. Five iron posts, five inches diameter, being established regularly around it at the distance of three and a half feet, and rising to the level of high water, to the tops of which the centre shaft was to be braced by iron stay-rods, one inch and three-quarters diameter, the heads of the former being connected by similar rods. All these posts intended to be sunk in the rock by drilling three to four feet.

The operation of drilling the holes, and establishing this beacon on the rock, is now in progress, circumstances having prevented its commencement until the month of August last. The difficulties and delays incurred in this operation are numerous—such as the exposed position, rendering the available working days few in number; the uncommon hardness of the rock, retarding advancement; and the derangement of the temporary staging, caused by a trading vessel running foul of it in the night, and creating much delay in its re-adjustment. Still, it is expected that this work will be completed this season.

Beacon or spindle on Race Rock.—An examination was made of this position during the last summer, with the view of ascertaining its character and the proper plan to be adopted in the erection of a beacon thereon.

This rock appears to be a boulder, located upon a rocky ledge, about 200 feet average diameter, within the depth of two and a half fathoms at low water. The depth over the highest part of the rock is five feet at low tide, falling off rapidly on each side to six and seven feet, the accessible solid part of it being about 7 by 10 feet.

It is located about three-quarters of a mile WSW. from Race Point, and between it and the shore is a navigable channel a quarter of a mile wide. It is understood to have had two spindles erected on it within the last fifty years, both of which have been carried away; but they were slender affairs, of only three inches diameter, inserted eighteen inches into the rock. There is not sufficient space on it for a structure of much lateral magnitude, and the examination indicates that a beacon similar in some respects to the one now erecting at Plum Gut would be suitable here, formed of a central shaft of forged iron, seven inches diameter, stepped four feet in the rock, with iron stays around it, secured into the rock with the patent lewis. The shaft to carry a globular or cylindrical iron cage, of conspicuous size, elevated twenty feet above high water.

There can be no doubt that, with the simplest form of structure which may be adopted for this locality, a whole season will be required to secure it on the rock. Nothing having been effected in this respect during the present season, it remains to make arrangements for an early commencement upon the work at the opening of the next.

Beacon-lights for the Connecticut river.—I have made a minute examination of three positions, in the lower part of this river, which have been designated as requiring light-beacons. One at Calves' island, on the east side of the river, two miles below the town of Essex; another situate in the middle of the river, two miles above that

town, at the lower extremity of Brockway's Reach; and another, two miles higher up, on the west side of the river, and just below the town of Deep Creek, called the Devil's wharf.

All these are dangers in the way of river navigation, located at turning-points in the channel, and caused by masses of rough stones deposited in the river in close proximity to the channel, and said to have been placed there by those interested in the shad fisheries. The river at these points is affected by periodical freshets and floating ice.

Bug-light beacons have been designed for these three points, the plan of which will very shortly be submitted to the board, and one or more of them might probably be located before the closing of river navigation. They are estimated to cost $1,500 each, or $4,500 for the three.

Light-beacon on Long wharf, New Haven.—A cast-iron beacon-post was established here by Major Fraser in 1854, and a French dioptric lantern, of the sea-steamer species, mounted on it. As this is, from its weight and size, not portable by hand, and, moreover, requires trimming during the night, in contradistinction to those known as bug-lights, it was found that a housing was indispensable in the use of this kind of light. At the instance of the light-house inspector, I prepared, and placed in his hands, a plan of housing for the same, which has been turned over by him to the collector of New Haven for further action in the matter.

Beacon sites in Fisher's Island sound.—I have made an examination of "Black ledge," off New London harbor, "Sea Flower reef," and "Groton Long Point."

A conspicuous beacon on Sea Flower reef is considered advantageous to the navigation through Fisher's Island sound, as it lies between two channels, or rather midway in the general channel. Iron beacons for this and Black ledge are proposed.

The necessity for a beacon on Long Point, Groton, does not appear, and the appropriation of $2,000 "for a beacon on the Whale," is understood to have been a mistake; whilst neither the custom-house agents, nor the most experienced pilots and fishermen in and about New London, had any knowledge of an obstruction to navigation called the "Sugar reef," mentioned in the appropriation bill.

HUDSON RIVER.

For the bug-light beacons proposed for the Mull islands at Schodack, for which a special appropriation was made heretofore, and for one to replace the wooden tripod at Van Wie's dam, carried away by the ice, I would recommend iron structures similar to those which will be proposed for the Connecticut river, and for reasons equally applicable to both cases. These are estimated to cost $1,200 each.

Sites have been surveyed and the locations fixed for the light-houses at Pondquog Point, (Great West bay, Long island,) Horton's Point, Long island, and Race Point, Fisher's island.

Estimate for repairs and preservation of sites.

For the protection of light-house at Lynde Point, mouth of Connecticut river	$6,800 00
New house for keeper at ditto	1,800 00
Site at Sands' Point, Long Island sound	4,935 00
Site at Execution Rocks	5,250 00
Repairs of light-house piers in the Hudson river	5,448 00
	24,233 00

The nature of the above repairs and protection works has already been reported to the Light-house Board.

The geographical position of the new range-lights for the harbor of New York, it is presumed, has been determined by the Coast Survey during the present season. The survey, location, and adjustment of these have been carefully made by this office, and a map of the same is herewith.

The undersigned, having had, during the past season, charge of the duties of the enginer agency in this city, which, from the large appropriations available for fortifications on the Atlantic and Pacific coast during the past year, have been important and responsible, and, moreover, the superintendence of the construction of all the military defences in and about the harbor of New York, under large appropriations, together with the improvement of the Hudson river, has not been able to devote as much time to the light-house service assigned to him in the third district as the number and importance of the objects provided for would seem to require.

Whilst it does not appear that there are any officers under control of the engineer department, either supernumerary or unemployed in other legitimate duties, this service must necessarily be assigned to them, and regarded as an extra charge. I yet consider it, so far as this district is concerned, of sufficient extent and importance, if properly attended to, to command the undivided attention of a single superintendent of construction for many years to come.

Very respectfully, your obedient servant,

GEORGE DUTTON,
Captain Engineers.

Captain E. L. F. HARDCASTLE,
Secretary Light-house Board, Washington, D. C.

OFFICE OF UNITED STATES ENGINEER AGENCY,
No. 5, BOWLING GREEN, NEW YORK,
September 28, 1855.

SIR: I submit, herewith, plans and estimates for the repairs of the light-house piers in the Hudson river, with accompanying explanatory sketches.

Of these, there are five located above Poughkeepsie, and at Esopus Meadows, Rondout, Saugerties, Coxsackie island, and Stuyvesant

Meadow. All these are located upon the extreme point of marshes projecting into the river, or else upon an island, or insulated shoal nearly upon a level with low water of the river. As originally constructed, they are wooden crib piers of squared timber, revetted vertically with 3-inch plank, raised about four feet above highest water, or else the site is protected by wharfing at the water's edge of similar wood-work and filling.

In addition to the ordinary decay which may be expected from materials of this kind, when used for such a purpose, these piers are further exposed to injury from floating ice during the breaking up of winter, the effects of which are very marked upon most of them.

Pier at Esopus Meadows.—This pier, which is nine feet high above the bottom, is 41 by 50 feet, with an angular extension to the northward of 50 feet for an ice-breaker. The southern extremity of this pier has been much injured by ice coming from that direction and acted upon by southeast winds, and the current of flood. Elsewhere it appears to be in good order. It is proposed to add to this pier a triangular extension on its south end to protect it from further damage by ice from that direction, constructed of squared timber and ties, resting upon piles solidly driven into the ground, with a facing of 3-inch chestnut plank, protected at the angles by stout iron bands and sheet-iron, and the whole filled in with stone, as shown on the plan herewith. The estimate for this work (the details of which are omitted to save space) amounts to $696.

Pier at Rondout.—This pier is 42 by 50 feet, rectangular, and 10 feet above the bottom, upon which it rests. The timbers in the crib-work of this pier, and also the outside plank covering, are very much decayed; in addition to which much injury has been caused by the ice flowing from the southward, as in the case of the pier at Esopus Meadows. The only mode of repair deemed suitable in this case, is to enclose the present pier with a substantial timber-work firmly connected, and composed of piles driven solidly in the ground five feet apart, connected by caps and 8 by 10-inch wailing-pieces, and revetted with 3-inch chestnut plank, and to add a triangular ice-breaker to the southern extremity, similar to that proposed for pier at Esopus Meadows, with the same protection of iron-work at the angles; all of which is shown on the plan herewith. The estimate for this is, for the repair of the old pier, $668; and for the ice-breaker extension, $698; total, $1,366.

Pier at Saugerties.—This pier is 40 by 50 feet, with an ice-breaker extension to the northward, of 50 feet, and has a detached wharf or landing pier on the channel side 50 by 12 feet. This light-house pier is similar in construction to the two before mentioned. It is elevated three and a half feet above highest water, and nine feet above the bottom. The timbers composing it are commencing to decay, and it appears to have been injured and shaken by the floating ice. It is proposed to repair and strengthen this pier all around, in the manner proposed for the repair of the Rondout pier, as per plan. The small detached wharf mentioned requires to be raised two feet, with new top timbers and stone filling. The repairs of this

pier are estimated to cost $1,011; and of the small wharf, $125; making a total for the repairs at this point $1,136.

Coxsackie light-house.—This house is located at the northern extremity of an island near Coxsackie, and protected on the north by a projecting timber crib-work and filling. At the junction of this protection with the island, near the house, the banks are being abraded by the current of the river during the freshes, and the light-house grounds thus encroached upon by the water. To prevent further abrasion of the site, it is proposed to place an enrockment of stone along the shores of the site, connected with the southern extremity of the crib-pier, and extending on the eastern side two hundred feet therefrom, and on the western side about one hundred and fifty feet, across a small cove or hollow worked into the island by the current, at its junction on the west side with the pier. One-half of the pier requires new planking, and four additional fender-beams are needed at the apex. The estimate for this work is, for stone, 900 tons, at $1 25, $1,125; and for timber work, $225; total $1,350.

Stuyvesant light-house.—This house is located on the extreme edge of a marsh or meadow, projecting into the river on its east side, and overflowed during freshes. It has a protection of wooden crib-work, filled in with small stones, placed along shore, and on the north and south sides of the site. Around the house it is raised to the level of six feet above high-water, the balance being on a level with the latter, or a little above it; the lower floor of the house and the ground immediately around it being six feet above the same level. That portion of the crib-work on the north side projecting from the main pier towards the shore is decayed, and altogether useless. It is assumed that a substantial enrockment on the north side, as proposed on the plan herewith, will afford sufficient protection to this house during the season of ice and freshes. This, by estimate, will require 720 tons of stone, at $1 25, $900.

RECAPITULATION.

For light-house pier at Esopus Meadows	$696 00
For light-house pier at Rondout	1,366 00
For light-house pier at Saugerties	1,136 00
For light-house pier at Coxsackie island	1,350 00
For light-house pier at Stuyvesant	900 00
Total	5,448 00

If the amount just stated could not be afforded at the present time from the appropriation for repairs, I would recommend that the enrockment proposed for Stuyvesant, and about half that for Coxsackie island, be provided for at once, if practicable, as those points appear to be in need of immediate protection, and stone for this can be readily procured from the quarries at New Baltimore, four to five miles distant.

The other positions might, I think, be safe through the coming winter.

Very respectfully, your obedient servant,
GEORGE DUTTON,
Corps of Engineers.

Captain E. L. F. HARDCASTLE,
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 6.

Extracts from the report of Major W. D. Fraser, of the Corps of Engineers, dated November 15, 1853.

Bergen Point light.—The following information is derived principally from notes taken by Major Delafield, on his first survey, and fully authenticated afterwards by my own observation.

The structure consists in a two-story frame building, from the centre of which arises a wooden tower, surmounted by an octagonal lantern. It rests upon a quadrangular wharf of crib-work, filled partially with stone, and sheathed in the outside with four-inch plank placed vertically. The wharf rises about six feet above high-water mark, and is in a very precarious condition, being constructed of very light stuff, and negligently framed.

The house is settled at the centre, causing great injury to the ceilings both in the hall and upper rooms; and is so badly built that even admitting the foundations to be good, it is doubtful whether it would be proper to attempt any repairs. Little study seems to have been given to either the form or location of the wharf, to guard against the ice to which it is every winter necessarily exposed; and the southwest angle has already sustained considerable injury therefrom. The dwelling-house is sufficiently commodious, but its condition, as well as that of the wharf, is too bad to justify me in asking anything for their repairs.

The whole work ought to be renewed, and something better substituted in its place.

How far any of it could be made subservient to this end, it is impossible for me to say, and hence the difficulty of making a reliable estimate. I have no doubt, however, that it will require an expenditure of at least $20,000 to carry out a plan from which a lasting benefit can be expected.

Estimate for improvements..... $20,000 00

Passaic light.—This seems to have been copied in almost every particular from the Bergen Point light, with this difference now between them, that the settlement of the house is much more considerable. Indeed, the injury done to it is so great, that I do not hesitate to join with Lieutenant Case in recommending that the keeper be permitted to vacate the premises and establish himself at Newark,

or some place convenient to the light, during the approaching winter. The house is not habitable.

Under these circumstances I am compelled to recommend as thorough a change here as at Bergen Point; and having the same difficulty to contend with in making an estimate, I now submit a conjectural one, and say—

Estimate for improvements..... $20,000 00

* * * * * * * *

Tarrytown Point.—There is a very general wish on the part of those navigating the Hudson river to have a light established at Tarrytown Point; and as I fully acquiesce in these views, I do not hesitate to recommend them to the consideration of the board.

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APPENDIX No. 7.

PHILADELPHIA, *October* 31, 1855.

SIR: In compliance with the request contained in your letter of June 5, I have the honor to report the following answers to the resolutions of the Light-house Board of 29th May.

1. Since July 1, 1854, lenses have been introduced into this district, as follows:

At Barnegat, a fourth-order of 360°, to replace ten argand lamps and reflectors.

At Tucker's beach, a fourth-order, 315°, fixed, varied by alternate red and white flashes, to replace fifteen lamps and reflectors, which showed a fixed red light.

At Cape Henlopen beacon, a fourth-order of 270°, in place of ten lamps and reflectors.

At Delaware breakwater, a fourth-order of 360°, fixed, varied by flashes, in place of six lamps and reflectors.

At Mispillion, a fifth-order of 180°, in place of six lamps.

At Mahon's, a fifth-order of 180°, in place of ten lamps.

At Cohanzey, a fifth-order of 180°, in place of seven lamps.

At Bombay Hook, a fourth-order of 270°, in place of nine lamps.

At Reedy island, a fourth-order of 360°, in place of twelve lamps.

At Christiana, a fourth-order of 360°, in place of twelve lamps and reflectors.

That is, ten lenses have been substituted for ninety-seven lamps and reflectors.

The old pattern of bowl-lamps at the Five-fathom Bank light-ship have been replaced by argand lamps and 12-inch reflectors—eight lamps upon each mast.

The Barnegat tower has been sufficiently repaired to secure the work until another tower can be built.

The Tucker's beach tower has been thoroughly repaired, and the outer course of brick renewed with brick of proper quality.

At Bombay Hook and Christiana, new iron lanterns for fourth-order

apparatus, and at Cohanzey and Mahon's river new iron lanterns for fifth-order, have been substituted for the old and defective style hitherto in use. These were furnished with very wide vertical astragals and inferior glasses, 9 inches by 12. The new ones have diagonal astragals, and superior French plate glass of very large dimensions. In placing these lanterns the towers have been necessarily remodelled, and in great part renewed.

Fog-bells have been placed at Delaware breakwater and at Reedy Island light-houses.

1. The buoyage of Delaware bay and river has been completed, and iron buoys generally substituted for the solid spherical buoys, except at some few points during the season of running ice. The first-class iron nun-buoys, specially appropriated for by Congress for the Five-fathom bank, McCrie's shoal, and the Overfalls, have been placed.

Bell-buoy boats have been placed off Absecum inlet and Fenwick's Island shoal, as required by special appropriation.

The buoys on the Jersey coast and at Chincoteague are generally well attended to by the contractors, though there is room for improvement in this respect.

3. The general condition of the different branches of the light-house service in this district may be said, I think, to be very good.

4. I presume the extensive repairs, &c., mentioned in the fourth resolution of the board, will be noticed more properly by the engineer officer.

5. The board has already considered the necessity of a light-house at Reedy Point, (Delaware bay,) and of a small light upon the ice piers at Reedy island, when that work shall be completed. The only other new aids which I remember at this time are, (1) a new light-house at Barnegat, and (2) a light-house at or near Fenwick's island.

The present tower at Barnegat is defective, besides being totally inadequate in elevation to the very important position which it occupies. I presume there is not a light-house on the coast of the United States, except the harbor-lights of New York, which is sighted by so great a number of vessels as the one at Barnegat. But I believe the board is aware of the necessity of a first or second class light and new tower at this place.

A light-house in the vicinity of Fenwick's island will serve to guide vessels from the southern ports, bound into the Delaware, and also the great coasting trade with the same or a more northern destination. Fenwick's Island shoal is a very dangerous one for those, and also in some degree for the European trade of Philadelphia. It is very common for ships coming from the eastward to fall in with the coast considerably to the southward of Cape Henlopen, and in thick weather a light on Fenwick's island would serve to ascertain their position when the Henlopen light was invisible. This latter is said to have been frequently mistaken for the double light of the Five-fathom Bank light-ship. I have myself more than once observed this double appearance, but find nothing in it peculiar to that locality, having noticed the same thing in other fixed lights, of which I may mention a very striking instance in the lens light at Reedy island. So that the same objection would apply to all fixed lights in the vicinity of

double ones, and would rather militate against the use of double lights at all. The danger of confusion has evidently been exaggerated. But with a revolving or flashing light at Fenwick's island, and the first-class light at Henlopen, no possible danger could remain for the prudent navigator. The distance between Assateague and Henlopen is sixty miles, and seems rather a large interval upon so frequented a part of our coast. The approaches in every direction to so important a commercial focus as Delaware bay should, by all the rules of light-house illumination, be marked by such aids at distances less remote than sixty miles. Moreover, the shoals off Assateague are so distant from the land, that vessels coming from the south would prefer to avoid making that light, and would make their calculations to fall in with the land near Fenwick's island, were that point lighted. A second-class flashing-light would be sufficient, I presume, for all purposes of navigation here.

6. When the first-class light is lit at Absecum, the Tucker's Beach light will be unnecessary and inconvenient for purposes of general navigation. Indeed it will be of small *local* importance, as vessels cannot safely enter Little Egg harbor at night. It will be quite sufficient to reduce it to a small harbor-light, perhaps distinguished by a red or green color.

Barnegat also would seem to require a change of character to distinguish it from its nearest seacoast light at Absecum.

Cohanzey light-house also, in Delaware bay, will only serve a local purpose when the Ship John Shoal light-house is completed, and should be reduced to the most economical scale. It will also need to be distinguished by color, as Ship John Shoal light is to be fixed, and only about two miles distant.

8. The advantages derived from the use of lenses in place of reflectors have been, to the navigator, of much greater brilliancy, and a uniformity in the light distributed over every portion of the illuminated arc, whilst to the government the saving of expenses for supplies and renovation is very large.

9. The advantages of introducing reflector-lights into light-ships are very obvious in Delaware bay, and will be the same off the capes of the bay, where the change was much needed. Complaints have heretofore been made, that under some circumstances this light could not be seen until ships were in dangerous proximity to the shoal. The light-vessel has therefore been placed nearer to the shoal, and public notice given.

10. The number of lenses introduced in this district since October, 1852, is (10) ten ; the number of lamps and reflectors removed, is (97) ninety-seven.

A first-order lens is to be placed in a few weeks at Cape Henlopen, which will make the number of lenses eleven, and of lamps removed (114) one hundred and fourteen. Of these, seventy were in such a worn-out condition that new lamps and reflectors were required, supposing no change in the system of lighting.

11. I have carefully compared the consumption of oil reported at eight of the ten light-houses where lenses have been placed, with the consumption at the same points, during precisely the same periods

last year, and find that the saving of oil varies from 47 per cent. to 73 per cent. at the different lights. The aggregate expenditure for the period, taken at these eight lights, is 240.3 gallons, against 718 gallons last year, exhibiting a saving of 66 per cent. The total annual expenditure of the ten light-houses last year was 3,269.5 gallons, of which we may fairly infer that 66 per cent., or 2,157.8 gallons, will be saved by the change. It is to be remarked, too, that in every case the power of the light has been increased, and in nearly every one the arc illuminated has been enlarged; so that the above ratio is not to be considered as the one which would result from an exact comparison of the two systems.

The diminution in the expenditure of supplies of tube-glasses, wicking, &c., is evidently in a larger ratio than that of oil. It cannot be accurately ascertained as yet, but we may presume it will bear some near relation to the reduction in the number of lamps used—ten instead of ninety-seven.

12. Not having been familiar with the condition of the light-house towers, &c., before the new organization, I am not able to answer this interrogatory satisfactorily.

The towers, which stand alone, are generally in good order, except the one at Barnegat, which is ill built and in bad condition, and the one at Reedy island, where the engineer officer is making some repairs.

The towers upon dwellings at Mahon, Bombay Hook, Christiana, and Cohanzey light-houses have been remodelled, and nearly built new to receive the new lanterns. The dwellings are in good order. The light-vessels have been very much improved.

13. The buoyage of this district has been much improved under the present organization. New kinds of buoys have been introduced, new positions marked, and I believe that in their present state they give general satisfaction. It is found impossible to keep the distinguishing marks always upon the buoys in Delaware bay, in consequence of the carelessness of the thousands of small craft which navigate among them.

14. The most important matter which it seems to me still remains to be investigated by the board, for the further improvement of the light-house establishment, is the *personnel*. It will be worse than useless to introduce the improvements of art and science if they are always or generally committed to the care of those who cannot appreciate their importance, and too frequently lack zeal or intelligence to become familiar with the proper care of them. I would suggest whether some plan might not be devised by which newly appointed keepers may be in some measure prepared for their duties. Might not a few of the principal lights be put in charge of superior persons, with higher salaries, and all new keepers be required to spend at least a few weeks at these places, under tuition, before assuming their respective stations? Much inconvenience results to the service from the appointment of men who are entirely ignorant of the occupation to which they are abruptly introduced. The importance of securing the services of responsible and intelligent men is very evident, and in this district may be illustrated by considering the large commerce of Dela-

ware bay. The number of vessels which are reported as having passed the Brandywine light-house in the year 1854, is 16,060. The number of vessels which are reported as having anchored at the breakwater in the year ending 31st March, 1854, was 8,772. These returns, too, are obviously an imperfect mode of arriving at full statistics. The salaries of light-house keepers, I conceive, are generally too small. They were fixed at their present rates when prices of living were much below what they are now.

One of the wants which is most felt in this district, and I presume in others also, is the adoption of a lamp for lights of less than the third order, which will be serviceable in our rigorous winter climate. None of those now in use—making some allowance, too, for want of expertness on the part of keepers—are quite satisfactory. The French moderators sent me are ineffective, troublesome, and unreliable. The syphon arrangement of Mr. Coates seems an unnecessary complication. I am inclined to think that Lieutenant Meade's improvements in this department are the most satisfactory; but that two reservoirs will be found necessary to adapt any lamp to our summer and winter climates—one outside the lens, the other over it.

The subject is important enough to require more special investigation by the board.

Very respectfully, your obedient servant,

J. S. BIDDLE,
Light-house Inspector.

Commander T. A. JENKINS,
Secretary Light-house Board.

P. S.—I should have mentioned in the first part of this letter, that the dock of Fort Pier light-house, which was much decayed and damaged by ice, has been thoroughly repaired.

APPENDIX No. 8.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, Cal., October 3, 1855.

SIRS: The following is the report of operations of light-house service under my direction, for the year ending the 30th of June last, respectfully submitted under the order of the board of the 29th of May previous.

Light-house at Pungoteague, Va.—This structure was completed in the early part of the fiscal year, and the light exhibited on the 1st of November.

The letter of the board, of October 20, assigned to me the superintendence, so far as my duties under the War Department would permit, of the construction of the following light-houses, to wit: At Cross ledge, on or near Ship John shoal, both in Delaware bay, and in the vicinity of Absecum inlet, on the coast of New Jersey. Also the superintendence of the refitting of Cape Henlopen light-house *with a first*-order illuminating apparatus; of the banking in of Reedy

island and preserving the site of the light-house, and of the preparing fog-signals for Reedy Island light-house, for the Delaware Breakwater light-house, and afterwards extended to preparing one for Little Gull Island light-house.

Light-house at Cross ledge, and light-house on or near Ship John shoal, both in Delaware bay.—These are screw-pile structures, octagonal in plan, with ice-breakers also of screw-piles, in all respects alike, except that the first is designed for six feet and the last for eight feet, at low water, of spring tides. The iron for the piles and the spider-web and diagonal braces (all rolled iron) was obtained at an early day and placed in the machine-shop; the piles to be fitted to the collars and screws and to the capstan drum-head for driving the latter, the braces to be provided with turnbuckles and bolt-nuts. Orders were also in course of execution for casting the screws and collars, the angle-irons and shoes, and the plates for the platform, the walls, the floors, the roof, &c., &c., of the houses and towers, at the same time that the forge was producing the girders, turnbuckles, bolts, and all else of wrought iron required in the construction; in short, all was in course of preparation to commence operations at one or both of the sites on the opening of the coming season.

Light-house in the vicinity of Absecum inlet, N. J.—A site for this light was selected near the inlet, and a deed of the land obtained and forwarded to the board, for examination of the title by the Attorney General of the United States. A design in detail was also submitted and approved and measures taken to commence the work, but nothing was done in the absence of the approval of the Attorney General of the title of the site.

Refitting Cape Henlopen light-house with a first-order illuminating apparatus.—Other and more pressing duties prevented me from taking any steps in reference to this change, beyond those of furnishing designs for the remodelling the top of the tower to receive the lantern and lighting-apparatus of the order required.

Banking in Reedy island and preserving the site of the light-house.—Examinations were made with a view to these measures; but as there was a doubt as to the quantity of land on the island ceded to the United States by the State of Delaware, no steps were taken to carry out the objects of the law.

Fog-signals at the Delaware Breakwater light-house, at the Reedy Island light-house, and at the Little Gull Island light-house.—Of these fog-signals, the one for Reedy island was finished and put up in position. The two others were in course of construction.

General orders No. 50, of April 3, 1855, having assigned me to the general superintendence of light-houses on the Pacific coast, the board, under date of the 12th of the same month, relieved me from the charge of all works on the Atlantic, and they were soon after, with the public property and funds appertaining to them, turned over to Lieutenant George G. Meade, topographical engineers. Having rendered my disbursing account for light-house service on the eastern coast, and made other necessary preparations, I sailed from New York

on the 5th of June, and reached San Francisco on the 30th of the same month.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,
Major Topographical Engineers, Brevet Major.

Lieut. THORNTON A. JENKINS, *U. S. N.*,
Capt. EDMD. L. F. HARDCASTLE, *U. S. A.*,
Secretaries Light-house Board, Washington, D. C.

APPENDIX No. 9.

ENGINEER OFFICE, FOURTH LIGHT-HOUSE DISTRICT,
Philadelphia, September 20, 1855.

SIR: Your letter of the 27th of June last, transmitting a copy of instructions, previously forwarded to my predecessor in this district, required "that I should visit the light-house at Barnegat, New Jersey, and report upon the practicability of rendering this light more commensurate with the wants of commerce, either by elevating the existing tower, or in such other manner as my judgment should dictate, submitting plans and estimates." I have to state, that as soon as other engagements would permit, I visited the Barnegat light-house, in company with the district inspector, and have now the honor to lay before the board the following report, based on this examination:

The tower at Barnegat is placed on the southern side of the inlet, about 100 yards from the inside beach. The tower is itself only 40 feet high, but being placed on a sand-hill, the focal plane has an elevation of 54 feet. It has recently been furnished with a Fresnel apparatus, of the fourth order, which is sufficiently powerful for this limited range. The tower was found to be in very bad condition; originally built of inferior materials, the mortar had decayed and fallen out, so that in many places the bricks were without mortar, and settling; in consequence, there was about 10 feet below the lantern, a bulging out of the wall on the outside, and in some places the bricks had fallen out. In the inside the wall presented a better appearance, though there was evidence of a crack just below the lantern. Attempts had been made to remedy the defect of bad building, by plastering the tower with cement, but the upper portion, where the decay was most perceptible, had all fallen off. This condition of the tower, as well as its small dimensions at top, precluded the idea of any effort to improve the light by its elevation. It was therefore deemed advisable, on consultation with the district inspector, to confine operations on the present tower to simply making such repairs as would enable it to stand till an appropriation could be obtained to replace it by a better and more suitable one.

These repairs, it was decided, should consist in removing the skin of the wall on the outside, where there was evidence of decay, and resetting the brick with good mortar. Certain repairs also to the *keeper's* dwelling, otherwise in good condition, were likewise deter-

mined upon. The whole of which can be effected at a cost of a few hundred dollars.

A new tower being absolutely necessary, in presenting plans for the same, it is proper I should present the considerations which have governed me in the design, in order to justify the amount asked for its construction.

The light at Barnegat is emphatically a seacoast light, and should be of the first class. It has, in reality, no local condition to fulfil, beyond designating the position of the inlet to those wishing to enter. The channel into this inlet is so winding and so shifting in its position, that a light at this point is of no use as a guide, even to those familiar with the channel, much less to strangers. The inlet, therefore, is rarely entered at night; and when it is, those who come in could do so as well without as with a light. For local wants, therefore, the light needs no improvement; but this, as stated before, is not the principal object of a light at this point. Its real purpose is to make known their positions to the mariners from over the sea, who may first make the land in its vicinity. A glance at the map will show its great importance in this respect. Situated at a distance of some forty-five miles from Sandy Hook, it forms, in connexion with Fire Island light, on the other side, the true mouth to the great commercial harbor of New York. Vessels bound to this port from Europe and from the south, often make the land in the neighborhood of this point, or between it and the highlands of Navesink; and were they warned in time, as they would be with a suitable light, they would often avoid the dangers of this part of the coast, which, in the absence of such a guide, prove formidable agents in the destruction of life and property. The evidence of this is borne in the winter's record of wrecks, and still more strongly in the remains of lost vessels which are strewn all along the beach.

The present keeper of the light has this year kept a list of the large vessels in sight of his station during the day, and for the first three quarters they amount to 1,200 square-rigged vessels and steamers. It is fair to presume that the same number are in the neighborhood during the night; and if to this be added the immense coasting trade of fore-and-aft vessels, some idea may be formed of the number of lives and amount of property whose safety is dependent on being furnished with the most efficient aid to navigation. Setting aside the consideration of humanity, self-interest would dictate the expediency of erecting the most efficient light, as the destruction of one of many of those large vessels, with their valuable cargoes, would involve a loss of revenue alone sufficient to build a proper structure, furnished with the best apparatus. It is for the above considerations that I submit a plan and estimate for a first-class light; the tower to be 150 feet high, and to be placed at a point selected by my predecessor, some 75 feet back of the present tower, where an elevation of the base of 30 feet will be obtained, thus raising the focal plane 180 feet above the sea-level, and making the light visible from the deck of a vessel over twenty-four statute miles, rendering it impossible to approach within a dangerous proximity to the coast without timely warning, even in bad weather. The accompanying drawing, No. 1, shows

a section of the proposed structure, which is similar in its design and proportions to the tower now being built at Absecum beach. The foundation is of granite, sunk ten feet below the surface, and the superstructure of brick, laid in cement, with twenty-seven feet diameter at base and fifteen feet at top, or with a slope, inside and out, of half an inch to the foot. In the interior is a cylinder of brick, nine inches thick, and ten feet six inches diameter in the clear, forming the well of an iron stairway. This cylinder is connected with the main wall by four wing-walls. The calculated co-efficient of stability is over nine—that is to say, it is nine times stronger than is required to resist the maximum force of the wind, the only antagonistic agent it has to encounter, as it is placed beyond the reach of the sea. The estimate No. 1 has been carefully made, and is based upon the actual expenditures on the Absecum tower, and on the market prices of labor and materials as they have been found this season. The amount required to complete the structure, and furnish it with a first-order illuminating apparatus, including ten per cent. for contingencies, is $45,135 75; a sum deemed reasonable, when the important object to be accomplished is held in view.

As, however, in the judgment of the board, this amount may be deemed excessive, and in view of considerations not open to me, it may be thought advisable or expedient to ask for a less sum, I have considered it proper to submit a plan and estimate for a second-class light, which would only require a tower of eighty feet above the foundation, and involving an expenditure of little over $30,000. The plan and estimate for this tower are herewith forwarded, marked, respectively, No. 2.

The proportions and the design are similar to the one above described. The estimate is a little more than one-half the other, in consequence of many items of expenditure being common to both, and to the illuminating apparatus of the second order costing more than half that of the first order. In both plans it is contemplated to erect a *fixed* apparatus, as the recent repairs to the light at Tucker's beach, and the placing therein a fourth-order *flashing* light, renders necessary a fixed light at Barnegat, to preserve a distinction.

It remains for the board, with the data now placed before them, to decide between the two plans submitted. I have deemed it proper, through you, to lay both before them, and to state the reasons which, in my judgment, render it imperative to erect the structure which will give the maximum range and the most efficient light to this highly important position.

Very respectfully, your obedient servant,

GEO. G. MEADE,
Lieutenant Topographical Engineers.

Capt. E. L. F. HARDCASTLE,
Engineer Secretary Light-house Board,
Treasury Department.

PHILADELPHIA, *October* 8, 1855.

SIR: I enclose herewith a statement just received from the keeper of the Barnegat light-house, showing the number of vessels in sight from his station up to September 30, 1855, which I desire appended to the report recently submitted upon this structure.

Establishing the same ratio to the close of the year as has been above observed, and interpolating the brigs from January to April, it would give 1,445 vessels as passing this station during the day in one year; and double that number, or nearly 3,000 vessels, presuming the same number are in sight at night as during the day.

You will perceive this is even a greater number than I had previously reported, and adds greatly to the importance of the station.

In connexion with this, I may state that the party have returned from making the repairs of the existing tower, and from their report I deem it extremely hazardous to depend on this structure standing any longer than is absolutely necessary to secure the erection of a new one.

Very respectfully, your obedient servant,

GEO. G. MEADE,
Lieutenant Topographical Engineers.

THORNTON A. JENKINS,
Secretary Light-house Board, Washington, D. C.

BARNEGAT LIGHT-HOUSE, *September* 30, 1855.

SIR: I herewith forward the following list of vessels seen from this light-house from January 1, 1855, to September 30, 1855, during *daylight:*

	Ships.	Steamships.	Brigs.
For the month of January	30	34	.....
February	21	26	.....
March	50	33	.....
April	41	25	.....
May	40	23	69
June	39	31	67
July	26	24	44
August	47	29	54
September	19	22	58
Total	313	247	292

NOTE.—No record of brigs till May

These vessels were all of the largest class, and the most of them receive their pilots in sight of this light. The largest number seen in one day was, ships 11; steamers 4; brigs 7.

Your obedient servant,

JAMES FULLER, *Keeper.*

FEBRUARY 5, 1855.

SIR: Large fields of ice drifting down with the wind to the northward, shaking the house terribly and continuing until the 15th, with the wind from the E. and N. N. E. Large body of ice came from the eastward with such force that caused the house-posts on that side to spring, so that one would suppose that it would part or remain bent; but they held on remarkably, though at the same time bending the bars attached to the ice-breaker used for fenders, likewise the step-ladder. They remain bent, and were of great service in breaking the force of the ice before it could reach the main posts of the house. It certainly is astonishing how the house does to bear the great pressure occasioned by the ice; but the supposition is, with us, if we can be called judges, that if every winter is like this and winter of 1852, it would jar the frame-work off inside, if not entirely sweep away the house. With moderate winters the house will stand for ages. Nothing can do it the least harm except the ice.

S. WILLOUGHBY,
Principal Light-keeper.

Lieut. J. S. BIDDLE,
Light-house Inspector, District of Delaware.

Estimate No. 1, for a first-class light at Barnegat, New Jersey.

MATERIALS.

Foundation stone.

150 tons large stone, at $2	$300 00	
300 tons selected building stone, at $1	300 00	
200 tons small building stone, at 50 cents	100 00	
150 barrels cement, at $1 50	225 00	
		$925 00

Brick-work.

600,000 bricks, at $8	4,800 00	
900 barrels cement, at $1 50	1,350 00	
		6,150 00

Cast iron.

1 column for stairway	400 00	
225 steps and risers	1,000 00	
8 window-frames and sashes	400 00	
2 doors and frames	150 00	
Gallery brackets and floor-plates	400 00	
Watch-room railing	150 00	
Lantern and roof	1,500 00	
Workshop labor on above	2,500 00	
		6,500 00

Wrought iron.

225 stairway standards, 1,000 pounds; 250 feet hand-rail, 600 pounds; braces, bolts, &c., 1,000 pounds; hatch in watch-room, 150 pounds; nuts, &c., 500 pounds; in all, 3,250 pounds, at 7 cents	$227 50	
Workshop labor on ditto	250 00	
		$477 50

Lumber.

12,000 feet 9-inch hemlock, at $12	144 00	
4,000 feet 3-inch hemlock, at $12	48 00	
5,000 feet hemlock sheds and quarters	60 00	
4,000 feet 3d com. sheds and quarters	72 00	
10,000 feet 2d com. sheds and quarters	250 00	
2,000 feet sap pine scaffolding	36 00	
3,000 feet white pine centres	75 00	
Miscellaneous odds and ends	50 00	
		735 00

Machinery and tools.

Derrick, hoisting apparatus, &c	1,000 00	
Tools, shovels, barrows, &c	250 00	
		1,250 00

Miscellaneous.

Plate-glass for lantern	1,000 00	
Painting and glazing	150 00	
Oil-tanks, hydraulic lamps, &c	250 00	
Lightning-rod	50 00	
Window-shutters, ceiling, watch-room, &c.	100 00	
		1,550 00

Illuminating apparatus.

First-order Fresnel fixed, 270°, delivered at site	8,000 00

Freight and transportation.

Stone for foundation, 800 tons; bricks, 1,200 tons; cement, 150 tons; iron work, 75 tons; lumber, 40 tons; miscellaneous, 50 tons; in all 2,325 tons, at $3	6,975 00	
Hauling and shipping at Philadelphia	500 00	
Hire of team at work hauling from beach	250 00	
Travelling expenses of mechanics and officers	150 00	
		7,875 00

Labor erecting structure at site.

1 superintendent, 240 days, at $4	$960 00	
4 stone-masons, 120 days, at $2	240 00	
1 carpenter, 180 days, at $2	360 00	
1 smith, 60 days, at $2	120 00	
1 keeper, 60 days, at $1 50	90 00	
1 rigger, 180 days, at $2	360 00	
6 bricklayers, 1,080 days, at $2	2,160 00	
6 laborers, 1,500 days, at $1	1,500 00	
		$5,790 00

Subsistence of working party.

3,560 days' rations, including mess and cooking equipage, at 50 cents	1,780 00
Amount of estimate	41,032 50
Contingencies 10 per cent	4,103 25
Amount total	45,135 75

Respectfully submitted:

GEO. G. MEADE,
Lieut. Topographical Engineers.

PHILADELPHIA, *September* 20, 1855.

Estimate No. 2, for a second-class light at Barnegat, New Jersey.

MATERIALS.

Foundation.

125 tons large foundation stone, at $2	$250 00	
200 tons selected building stone, at $1	200 00	
150 tons small building stone, at 50 cents	75 00	
100 barrels cement, at $1 50	150 00	
		$675

Brick-work.

250,000 brick, at $8	2,000 00	
300 barrels cement, at $1 50	450 00	
		2,45

Cast iron.

1 column for stairway, 75 feet long	200 00
12 steps and risers	500 00

6 window frames and sashes	$300 00	
2 doors and frames	150 00	
Gallery brackets and floor-plates	400 00	
Watch-room, railing, and posts	150 00	
Lantern and roof	1,200 00	
Workshop labor on above	2,000 00	
		$4,900 00

Wrought iron.

112 stairway standards, 500 pounds, at 7 cents	35 00	
125 feet hand-rail, 300 pounds, at 7 cents	21 00	
Braces, bolts, rivets, &c., 500 pounds, at 7 cents	35 00	
Hatch in watch-room, 100 pounds, at 7 cents.	7 00	
Workshop labor on ditto	100 00	
		198 00

Lumber.

Foundation platform	150 00	
Scaffolding	50 00	
Centres, &c	50 00	
Sheds, quarters, &c	250 00	
		500 00

Machinery, tools, &c.

Derrick, hoisting apparatus, &c	1,000 00	
Tools, shovels, barrows, &c	250 00	
		1,250 00

Miscellaneous.

Plate-glass for lantern	900 00	
Oil-tanks, hydraulic lamps, &c	250 00	
Lightning rod	50 00	
Painting and glazing	150 00	
Spikes, nails, &c	50 00	
		1,400 00

Illuminating apparatus.

Second-order Fresnel, fixed, delivered at site		6,000 00

Freight and transportation.

Foundation stone, 475 tons, at $3	1,425 00	
Bricks, 500 tons, at $3	1,500 00	
Cement, 60 tons, at $3	180 00	

Iron-work, 50 tons, at $3	$150 00	
Lumber and miscellaneous, 80 tons, at $3	240 00	
Cartage and shipping at Philadelphia	300 00	
Hire of team at site, hauling	250 00	
Travelling expenses of mechanics, &c	100 00	
Office expenses and allowances to officers	150 00	
		$5,195 00

Labor erecting structure.

1 superintendent, 150 days, at $4	600 00	
4 stone-masons, 120 days, at $2	240 00	
6 bricklayers, 720 days, at $2	1,440 00	
1 carpenter, 150 days, at $2	300 00	
1 smith, 90 days, at $2	180 00	
1 helper, 90 days, at $1 50	135 00	
1 rigger, 150 days, at $2	300 00	
1 foreman of laborers, 150 days, at $2	300 00	
6 laborers, 925 days, at $1	925 00	
		4,420 00

Subsistence of working party.

2,280 days' rations in all, at 50 cents	1,140 00
Amount of estimate	28,128 00
Contingencies, 10 per cent	2,812 80
Amount total	30,940 80

Respectfully submitted:

GEO. G. MEADE,
Lieutenant Topographical Engineers.

PHILADELPHIA, *September* 20, 1855.

APPENDIX No. 10.

PHILADELPHIA, *October* 15, 1855.

SIR: My attention having been called to the enclosed letter (marked 1) from the keeper of the Brandywine light-house, I availed myself of the first opportunity to visit and inspect the work, and have, in consequence, to submit for the consideration of the board the following report of its condition, with suggestions accompanied by a plan and estimate for its improvement.

The general condition of the light-house was found to be good. The damages sustained by the ice of last winter, as reported by the keeper in the enclosed letter, consisted in carrying away the bars of the ladder on the ice-breaker, and bending the inch-bars that formed

the sides. A much more serious result was, however, pointed out to me by the keeper, not discovered by him until after his report, which was a fracture in the centre foundation column of the house, situated about midway between the first tier of braces and the floor of the house. This fracture was vertical, and about eighteen inches in length, and had opened sufficiently far to separate the paint and cause it to be plainly perceived.

The keeper describes the ice which proved to be the most formidable, as not the ice from the upper bay, but that which was formed during a severe spell of weather below *him*, and brought up in large masses by the flood-tide. This ice impinged on the southeast side of the ice-breaker, where the ladder is placed, and pressing against the ice-breaker, forced that work against the foundation of the house, and produced the flexure of the piles described by him. It is difficult, however, to account for the fracture of the *centre column*, since perceived. This column is a cast-iron cylinder of inch thickness and 5½-inch bore, and being in the centre of the structure, could not have received any direct pressure from the ice-breaker. I can only account for the result, "if due to the ice," by supposing that the ice-breaker pressing against the south and southeast foundation piles, produced a strain of tension which acted on the centre pile. But even this theory, in my judgment, does not account fully for the result, for it seems to me—first, that a force of sufficient magnitude to fracture an inch-cylinder of 5½ inches bore, would, "before it produced such a result," have done more injury to various parts of the work much weaker in themselves through which it was transmitted, as, for instance, instead of only bending an inch-bar, it would have carried it away. Secondly, the direction of the fracture being vertical, is inconsistent with its being produced by tortion, as a twisting would have caused more of a horizontal or inclined fracture. Hence, I am rather led to believe that the column was originally, from the presence of a flaw, weak at this place ; and as it had undoubtedly to bear its proportion of the strain the whole structure must have been subjected to, this original weakness was in consequence developed. Whatever may be the particular mode of transmitting the pressure of the ice, it is very evident that the structure is subjected to too much strain, and that such measures should be adopted, without delay, as will remedy the evil now made apparent. By an inspection of the model deposited with the board, it will be seen that, owing to the centre of the ice-breaker being coincident with that of the house foundation, and the size of the squares of the ice-breaker, there are numerous points where the braces of each work are in close proximity. The consequence is, that owing to the elasticity of wrought iron, and the absence of any bracing except in a horizontal plane in the ice-breaker, this work is moved bodily, in obedience to the pressure from the ice, and coming in contact with the house piles and braces, transmits this pressure to them, and actually, instead of protecting them, serves to add to their danger, by offering an increased surface for the ice to act against.

This difficulty was clearly seen soon after the erection of the work, and my predecessor had, in consequence, endeavored to remedy it by bending such of the braces as were in the closest proximity, and by other

measures tending to diminish the probability of contact between the two works. It appears, however, from the experience of last winter, that these measures are not sufficient, and that a complete separation must be effected if possible. This can only be done by *removing* all the braces of the ice-breaker liable to contact, and by a different arrangement of the tension-braces of the house piles, carrying them from centre to centre of pile, instead of passing around the pile as they do now. To enable the ice-breaker, thus weakened by being deprived of its bracing in the interior, to perform its office of protection to the house, I propose to strengthen it by adding an additional row of piles, and at the angles of the hexagon I would place spur shore-piles, either of wood or iron, to prevent any further oscillation of the ice-breaker.

By adopting these precautions, there will result, first, a complete separation of ice-breaker and house, requiring the destruction of the former before the strain can be brought to bear on the latter.

Second. Additional strength and power of resistance is given to the ice-breaker, rendering its destruction less liable, and therefore diminishing any apprehension for the stability of the house. These views are illustrated by the accompanying drawing, but will more readily be comprehended by an inspection of the model. An estimate of the cost of making these alterations is herewith transmitted, amounting to $18,120 39. The additions to the ice-breaker would be made of screw-piles, braced together in harmony with the present system. There is no doubt the present ice-breaker is not sufficient to relieve the house from danger, notwithstanding it has borne the shock of several winters, including the winter of 1852 and '53, one of the severest on record. The experience of last winter, however, demonstrates that contingencies may again arise, as they did then, which, attacking the structure under peculiar circumstances, may prove fatal to its stability; and under this conviction I felt myself justified, though not called upon by the board, in submitting my views, and to suggest alterations and additions, as I have herein laid before you.

Very respectfully, your obedient servant,

GEO. G. MEADE,
Lieutenant Topographical Engineers.

Captain E. L. F. HARDCASTLE,
Engineer Secretary Light-house Board, Washington, D. C.

P. S.—I should have mentioned above that I have had prepared and sent to the keeper, wrought-iron bands in two parts, which clasp the centre pile, and being screwed up, compress and strengthen the fractured portion. There are three of these, each three inches deep, placed equidistant over the fracture of eighteen inches.

Estimate of cost for alterations and additions proposed to be made at the Brandywine light-house and ice-harbor.

For 26 piles, 24 feet long, 6 inches diameter, 2,293 pounds each, at 6 cents	$3,577 08	
For 26 screws, 600 pounds each, equal 15,600 pounds, at 3½ cents	546 00	
For 104 collars, 500 pounds each, equal 52,000 pounds, at 3½ cents.....	1,820 00	
For 88 3-inch braces, 15 feet long, 358 pounds each, at 4 cents	1,260 16	
For 104 2½-inch braces, 10 feet 6 inches long, 175 pounds each, at 4 cents	728 00	
For 384 bolts for braces, 768 pounds each, at 9 cents	69 12	
		$8,000 36
For machine-pattern and blacksmith work on above.....		3,761 50

LUMBER FOR PLATFORM, QUARTERS, &c.

10,000 feet 3-inch plank for platform, &c., at $18 per thousand.....	$180 00	
Lumber for temporary quarters	125 00	
Spikes, nails, &c.....	25 00	
		330 00

EXPENSES OF ERECTING AT SITE.

Charter of tender-vessel, 3 months, at $130	$390 00	
Pay of captain 3 months, at $60	180 00	
Pay of 4 hands, 3 months, at $25 each.....	300 00	
Pay of 2 carpenters, 3 months, at $60 each.	360 00	
Pay of one blacksmith, 3 months, at $60	180 00	
Pay of one ditto, helper, 3 months, at $45...	135 00	
Pay of one steward 3 months, at $25	75 00	
Pay of one cook, 3 months, at $25.....	75 00	
Pay of 6 laborers, 3 months, at $25.....	450 00	
Pay of 1 superintending engineer, 3 months, at $125.....	375 00	
Subsistence of 18 persons, 3 months, at 50 cents per day each	810 00	
		3,330 00

TOOLS, &c., &c.

For one portable forge	35 00	
For blacksmith's coal and anvil, &c.....	50 00	

For crow-bars, hammers, &c., &c	$50 00	
For blocks, falls, rigging, &c.....	200 00	
		$335 00
		15,756 86
Contingencies, 15 per cent.....		2,363 53
Total		18,120 39

Respectfully submitted:

GEORGE G. MEADE,
Lieutenant Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

APPENDIX No. 11.

ENGINEER'S OFFICE, 7TH AND 4TH LIGHT-HOUSE DISTRICTS,
Philadelphia, October 15, 1855.

SIR: I have the honor to submit, herewith, for the information and consideration of the Light-house Board, the following report of the operations to date on the various works committed to my charge in the seventh and fourth light-house districts.

Iron-pile light-house, Northwest Channel, harbor of Key West.—At the date of my last annual report, you were duly advised that the materials for this work had been prepared and shipped to Key West; but that, owing to the prevalence of the epidemic at that place, the erection of the structure had been postponed to a more healthy season. A working party was, therefore, organized early in October last, and despatched in the vessel belonging to this district, and operations were commenced at the site selected early in November. In consequence of the boisterous character of the season, and the exposed position of the work, notwithstanding the unremitting efforts of the superintendent in charge, and those under him, it was not until the month of March that the structure was completed. A light, however, was exhibited therefrom, in accordance with previous public notice, on the 5th March, and the keeper installed a few days before.

This structure is founded on five wrought-iron piles driven into the coral formation, through cast-iron disks of four feet diameter, above the reach of the wave. These foundation-piles are continued with 12-inch yellow-pine spars, and on these is placed a frame building with a fire-proof roof of galvanized iron, surmounted by an iron lantern. The illuminating apparatus is of the fifth-order Fresnel, fixed, and shows a light over 275° of the horizon, with an available range of ten miles beyond the bar.

Sand Key light-house.—Certain repairs being required at this structure, and their execution intrusted to me by the board, they were effected during the month of April. They consisted in strengthening one of the tank-rooms, in repainting with two coats the whole structure inside and out, and in supplying the watch-room with a new oil-tank and new fixtures of a more substantial character for the hydraulic lamp. The successful working of this lamp for

now over two years, demonstrates the feasibility of its use in positions not subjected to the extreme of low temperature.

Light-house at Cape Florida.—In compliance with instructions from the board, this structure was examined with a view to elevating the tower, and refitting it with an improved illuminating apparatus. A report, with plans and estimates, were submitted and approved. The design embraces the elevation of the present tower of brick some twenty feet, and surmounting it with an iron watch-room and lantern, with a Fresnel illuminating apparatus of the second order; the focal plane of which will be 100 feet above the sea-level. The materials for these alterations have been collected, and the iron-work manufactured, and will be shipped to the site and the work executed during the coming season.

Light-house on Coffin's Patches.—It was originally designed to have erected the foundation of this structure during the past season; but, owing to the failure of the necessary appropriation, this plan was abandoned, and the funds in hand, in compliance with the instructions of the board, devoted to the manufacturing of the materials. Additional means were appropriated by Congress during their last session, so that at the present date the structure is manufactured and fitted together in all its parts, to include the fifth series of the pile frame-work. The materials for the foundation have been shipped to Key West; and the vessel belonging to the district is now loading with the lumber and other materials for erecting the platform on the shoal to put down the foundation. The funds in hand are deemed sufficient to erect at the site that portion of the work completed here, during the course of the ensuing season for operations. It is to be hoped the balance of the original estimate, $25,000, will be called for and appropriated this session, as it will be necessary for the completion of the structure during the next fiscal year. An item for this amount is included, therefore, in the general estimate for works in seventh district, hereto annexed, and marked No. 1.

Jupiter Inlet light-house.—Since the date of the approval of the designs for this work, the necessary materials have been manufactured and prepared for shipment to the site. The design includes a brick tower of ninety feet in height, with an iron stairway, and furnished with a Fresnel illuminating apparatus of the first order, with flashes. The keeper's dwelling is a plain brick structure 26 × 30 feet, of one story, having sufficient accommodation for the keeper and his assistants.

The great difficulty to be overcome in the construction of this work, is the getting the materials to the site. To effect this it will be necessary, as you were advised in the special report made upon this work, to send the materials, estimated at between four and five hundred tons in bulk, in a vessel to Indian river, where they must be lightered into the Indian River inlet, as it is impossible to obtain sea-going vessels here to carry any burden with a draught of only five feet, which is the limit of depth on Indian River bar that it is deemed safe to depend on. After this difficult operation of lightering a vessel over a rough bar is accomplished, then there remains thirty-five miles of narrow, tortuous, and shallow navigation, where no greater depth

than twenty inches can be relied on. This involves the use of scow-boats, the burden of which is limited by the shallow water and the narrow and crooked channel; so that, estimating the bulk of the materials as at five hundred tons, and the capacity of a scow-boat that will certainly get through, at ten tons, we have fifty trips of three boats—going and coming, thirty-five miles. It will be clearly seen this operation will consume a great deal of time, and in consequence involves inordinate expense. The estimate submitted with the design required all the appropriation, but subsequent information of the difficulties to be encountered in getting the materials to the site has convinced me that the amount of the appropriation is inadequate, and I have, therefore, inserted an item in the general estimate for the seventh district of $5,000 for this work, which is but little over the ordinary per-centage attached to estimates for contingencies.

Beacon on the Rebecca shoal.—The materials for this, like the Northwest Channel light-house, were carried out to Key West during the summer of 1854, with the view of its immediate erection; but in consequence of the epidemic, it was also postponed to another season. The season for operations in this locality is in the latter part of May, months of June and July, the periods when calms are most likely to prevail in this latitude.

The working party were on the ground during the last week in April, supplied with everything necessary for the construction of a platform and the subsequent erection of the beacon.

In the preliminary examination made of this shoal, it was believed to be of a coral formation, as the coral heads or boulders could be distinctly seen, with sand in the spaces between them. As the operation of driving piles for the platform is one requiring a great deal of time, and the saving of time was of the utmost importance, it was determined to build the platform on *trestles* similar to those so successfully used at the Romer shoals, New York harbor, Pungoteague light-house, Chesapeake, and by this same party at the Northwest Channel, Key West. Favored by good weather, the work was commenced, and by the 17th of May, or after three weeks' labor, the platform was nearly completed, when the occurrence of a violent gale compelled the vessel to take refuge in the harbor of Tortugas. On their return, three days afterwards, no trace of the previous labor was visible; the sea had carried all away. A delay was now created by the necessity of procuring additional materials, which as soon as obtained, the superintendent renewed his efforts to gain a foot-hold on the shoal. This was partially effected by the middle of June, when another platform was lost by the unequal settling of the trestles, caused by the heavy sea rocking them, and forcing them to work in the sand. By this time the superintendent became convinced that it was impossible to erect a platform upon trestles, as the shoal proved to be more of a *sand* formation than was originally supposed, and that the only effectual plan, if practicable, was to drive piles into the shoal, and place an open platform on them. For this purpose the pile-driver was set up on the deck of the vessel and a calm day awaited, when an attempt would be made, by anchoring the vessel on the shoal, to drive a sufficient number of piles to place the pile-driver on for it.

them and continue the platform. For three weeks the party remained in the vicinity of the shoal, either lying off and on, or anchored, but not a day presented itself that justified an attempt.

By this time more than two months had been consumed in ineffectual efforts. The working party, organized in Philadelphia in October previous, had entered into engagements to serve eight months; this time was drawing to a close, and all offers to induce them to remain were rejected. Under these circumstances, as it was impossible to procure the services of others at Key West, the superintendent was compelled to return to this place, where, having discharged one party and organized another, the vessel proceeded again to the shoal. This party arrived early in August, and remained at the shoal until the middle of September, nearly six weeks, but, I regret to report, without an opportunity of even making the attempt to effect a lodgment. The season having passed, and the appropriation being exhausted, the work was necessarily abandoned. In reporting this failure, which no one can regret more than myself, I feel it proper to observe, 1st, that this result was not unlooked for; indeed, in my special report, submitting a design, it was distinctly alluded to as extremely probable. I believed then, and am satisfied now, that no light-house structure of any kind has been erected, either in this country or in Europe, at a position more exposed and offering greater obstacles than the Rebecca shoal. 2d. Notwithstanding the want of success attending the attempt here reported, I feel confident that everything was done that existing circumstances permitted, and the failure is to be attributed entirely to the unfavorable character of the season.

Under the conviction, therefore, that a more propitious season, with the experience now acquired, may render success attainable, I feel justified in asking for additional means to renew these efforts, and have inserted an item in the general estimates for the seventh district amounting to $10,000.

It was my desire and intention to be present and give my personal superintendence to this particular work, as the obstacles to be overcome were always fully appreciated by me. But you are aware, that on the eve of my departure, instructions from the board, imposing additional duties on me, not only prevented my departure, but retained me at this place during the whole period of the work. I do no more than justice, however, to the superintendent in immediate charge, Mr. J. W. James, when I express the conviction that the energy and devotion with which he left no effort unspared to insure success, could not be surpassed.

My thanks are also due to Captain H. G. Wright, corps of engineers, in charge of the fortifications at Tortugas, who most courteously rendered all the assistance in his power, not only by supplying such materials as contingencies called for, and without which we should have been greatly embarrassed, but particularly in giving the superintendent the benefit of his advice and judgment, which his local knowledge and professional acquirements rendered of the greatest value and importance.

Beacon on the Middle Ground, Key West harbor.—Application having been made to the board for a beacon on the Middle Ground shoal, Sand key, in the harbor of Key West, the board were pleased to refer this application to this office, with instructions to furnish plan and estimate. This was accordingly done and the design approved, the materials shipped to Key West, and the beacon erected last month by the party returning from the Rebecca shoal.

LIGHT-HOUSES IN THE FOURTH DISTRICT.

The foregoing report refers to the progress of the works under my charge in the seventh district. On the 13th of April last, on the eve of my departure for the Rebecca shoal as stated above, I was directed to relieve Major Hartman Bache, topographical engineers, of the charge of certain works in the fourth district, several of which were at that period in active prosecution.

In submitting, therefore, a report upon the progress of these works during the past year, it will be understood that all transactions prior to the above date were under the superintendence of that officer.

Light-house on Cross Ledge shoal, Delaware bay.—When I took charge of this work, the designs for the whole structure, with the exception of the lantern, were matured and approved. The materials for the ice-breaker and for the foundation-pile frame-work of the house had been manufactured.

Progress had also been made in the foundry upon the other portions of the work. Some time was consumed in searching for a suitable vessel to be employed in the construction, and the necessity for adapting her to the proposed work caused additional delay, so that the party organized did not take the field until the beginning of July. They were assiduously employed from that time until the fourth of October; and being favored with a good season, were enabled to put down the ice-breaker of forty-two piles and all its braces, and also the foundation piles (nine in number) of the house. In effecting this, a platform was built upon trestles, with iron legs of one and a quarter inch iron. These trestles were designed by Major Bache, and answered admirably the purpose for which they were procured. The advantages from their use were, first, less resistance to the wave, and consequently greater security for the platform and less danger of scouring the bottom; second, economy, as they could be employed on different works, and thus distribute their cost; third, celerity of movement, and hence a saving of time and money in the erection of a platform, always a large item in the cost of a work.

The experience at the Cross ledge would confirm the first two advantages; but it is believed that nothing is gained under the third head. The great weight of the legs of the trestles, and the manner they are braced, require that every time they are moved they should be taken apart; and to effect this, the small tender had to come on the shoal each time they were shifted.

The result was, that as much time was consumed (three months) in erecting the ice-breaker and foundation piles with these trestles as would have been required had either wooden trestles been used or

piles driven into the shoal. Their great advantage, however, in preserving the shoal, was made apparent, as all the observations made led to the belief that no change had taken place notwithstanding the screwing in of fifty-one piles. There remains for the next season the erection of the keeper's dwelling and lantern upon the foundation now down. The appropriation for this work, amounting to $30,000, stated that it was "towards the erection of a light-house," thereby acknowledging the necessity of additional means for its completion. It will be seen by the "special estimate" herewith forwarded, that to finish the structure and furnish it with the necessary apparatus, &c., will require a sum of $22,492 49. The appropriation is exhausted, and no further progress in the work can be made until additional means are furnished. It is therefore greatly to be desired that the above amount should be appropriated at the earliest date practicable.

Light-house on Ship John shoal, Delaware bay.—This work is identical in design to the one on Cross ledge, and the progress on my taking charge was very much the same. The materials for the ice-harbor and foundation frame-work had been collected and were being fitted together.

In consequence of the lateness of the season when the operations at Cross ledge terminated, no effort was made to erect the Ship John work, as it would have been hazardous to have commenced laying down the ice-breaker pile unless the completion of the same could certainly be effected before the period of moving ice arrived. The work has therefore been confined to operations at the foundry, and manufacturing materials; so that, taking advantage of an early commencement next year, it can be completed before the close of the season. A special estimate of the amount required to effect this is herewith submitted; and the same reasons as are above quoted for an early appropriation of money for Cross ledge are equally applicable to this work.

Light-house at Absecum, N. J.—Soon after taking charge of the fourth district works, I was advised by the board that the designs for the tower and keeper's dwelling at this place, previously submitted by my predecessor, were approved, but at the same time I was called upon to suggest any modifications that might in my judgment lessen the cost of the same. A report was accordingly submitted, in which certain modifications were proposed, principally reducing the size of the keeper's dwelling and substituting iron for granite in certain parts of the tower.

These being duly approved, a working party under a competent superintendent was organized and the work commenced by the close of June. The design approved required a tower of brick of over 150 feet in height to be founded at the level of low water. To reach the level of low water required an excavation at the site selected of eight feet in depth. After excavating about half that depth, the trench commenced to drain the surface-water of adjoining marshes. Efforts were at first made to keep this water down by hand-pumps, which were so far successful as to permit another foot of excavation; but at this point the flow of water became such that a resort to pumps worked by

machinery became absolutely necessary. Accordingly one of Gwynn's centrifugal pumps, capable of raising 12,000 gallons per hour, was purchased and worked by a small steam-engine both night and day until the excavation was completed and the masonry of the foundation laid dry to a higher level than the water. As a precautionary measure, not included in the original design, I laid a platform of timber one foot in thickness and extending over a greater surface than the first course of masonry. The obstacle thus presented to the progress of the work caused the entire months of July and August to be consumed in laying down the masonry foundation, which under other circumstances would have required about one-fourth the time. Since the completion of the foundation the superstructure of brick has made rapid progress, and it is hoped that by the close of the season the tower will be raised over 40 feet. By recommencing early in the spring, it is believed that a light can be shown from the tower by the month of July next. I am not aware on what data the amount appropriated for this work was based. There is no doubt, however, that it was entirely inadequate for a work of the magnitude now being erected. The place, though within forty miles of Philadelphia, is entirely without resources. There are no wharves or conveniences of any kind for landing materials or for handling them after landing. Hence, it resulted from a reliable calculation that transportation on the railroad was the most economical mode, notwithstanding its excess over ordinary water transport.

The obstacles encountered, particularly the presence of water in the foundation trench, and consequent consumption of time, have added greatly to the cost of the work and to the amount which is required to complete it. A special estimate, showing the anticipated expenditures of next season and the probable balance in hand at the close of this, gives as the amount to be appropriated $17,436 32.

Light-house at Cape Henlopen.—Congress having made an appropriation for "refitting this light with an improved illuminating apparatus," I was called upon by the board to submit a design and estimate for the same. So soon as the structure could be inspected a report was made, which being approved, the work of preparing the materials has been actively prosecuted, and it is hoped that before the winter sets in, the Fresnel apparatus, already arrived, will be exhibited from the tower.

Light-house on Reedy island.—The site of this light, at the south side of Reedy island, has been undergoing a change for years past from the abrasion of the waves of storms and the ice of winter. Having been directed to inspect it, a special report was submitted, in which it was recommended to bank in the immediate site with an embankment raised above storm-tides with a sluiceway for drainage, and to repair the keeper's dwelling and tower by renewing the timber work under the brick walls, where it had decayed from exposure consequent on the overflow of the tides—the new work being thereafter protected by the proposed embankment. The law appropriating for this work says, "for banking in and preserving the site of Reedy Island light-house." This may bear the construction that the whole site or *government* property of twenty-five acres is to be banked in; but if

so, the amount appropriated, $1,800, is totally inadequate for the purpose, as will be seen by reference to the special report above alluded to. For the enbankment therein proposed, it is not deemed necessary to ask for more funds.

Cohanzey light-house.—Having been directed by the board to examine this locality, I found the same operation taking place here as at Reedy island, viz: the abrasion of the shore of the bay by the storms and ice. A report was accordingly made, proposing to continue the protection, commenced previously, by making a breakwater of piles, sheathed with plank and revetted with building-stones.

Light-house at Barnegat, New Jersey.—This light was visited, in company with the light-house inspector of the district, with a view to its examination for repairs. A special report was thereupon made, in which designs were submitted for either a first or second class light-house tower to replace the existing one, pronounced not only totally inadequate to the wants of this important position, but in such a condition that, even with the repairs projected, it was not safe to depend on its standing beyond the coming winter.

In the special report above alluded to, the importance of an efficient light at this position was particularly dwelt on. Attention is called to the fact that Barnegat light, situated 45 miles from Sandy Hook, is as important to the navigation of New York as the latter; indeed, even more so, as it is often the first light made on an over-sea voyage. Since the date of the special report, in which allusion was made to the record kept by the light-keeper of the number of vessels in sight from his station during the day, this record has been forwarded to me by the keeper, and I find that from January 1st to September 30th, 1855, there passed his station during the day—ships 313; brigs 524; steamships 247: of these, the great majority took their pilots off Barnegat; the same ratio for the remainder of the year; and, presuming the same number passed in the night as the day, would make the grand aggregate of vessels over 3,000. All of which, with their passengers and cargoes, were dependent for safety on the efficiency of the light at this place. The above calculation does not take in the coasters, particularly those engaged in the great coal trade, but only refers to large ships, steamers, and brigs, or sea-going vessels. It is earnestly to be hoped that no further delay will take place in making the necessary appropriation for an efficient light, to be erected at the earliest practical date, at this most important position.

Light-house on Brandywine shoal.—This structure was recently inspected and a special report submitted, with plans and estimates, embracing certain alterations and additions, whereby increased protection will be afforded from running ice.

A portion of the funds in hand were devoted during the past season, under the direction of the light-house inspector of the district, in renovating and repainting the structure.

OFFICE AND MISCELLANEOUS WORK.

The work in the offices of both districts, in preparing the drawings, reports, estimates, &c., has been assiduously attended to. In addi-

tion, much miscellaneous work for positions not in the district has been executed under the instruction of the board; such as the superintending of the building of lanterns, fog-signals, and hydraulic lamps. A system of fog-signals, the bell to be struck by machinery, "enabling the position to be identified by sound during the fogs, as it is by optical phenomena at other times," was projected by my predecessor in the fourth district, and several experimental machines were constructed under his direction. These having proved satisfactory, others have been subsequently manufactured. My personal movements have been in conformity with the exigencies arising out of the wants of each district, and the instructions of the board calling for information.

Very respectfully, your obedient servant,

GEO. G. MEADE,
Lieutenant Topographical Engineers.

Captain E. L. F. HARDCASTLE,
Engineer Secretary Light-house Board, Washington, D. C.

No. 1.

General estimate for light-house works in the seventh and fourth districts, for the fiscal year commencing July 1, 1856.

SEVENTH DISTRICT, FLORIDA.

For continuing and completing the construction of the light-house near Coffin's Patches, off Dry Bank, on the Florida reef, between Carysfort Reef and Sand Key light-houses, being the unappropriated balance of original estimate, the sum of twenty-five thousand dollars, ($25,000.)

For continuing and completing the erection of a first-class light-house and keeper's dwelling, and fitting the same with a first-order illuminating apparatus, near Jupiter inlet, Florida, being in addition to the appropriation "approved March 3, 1853," the sum of five thousand dollars, ($5,000.)

For continuing the efforts to erect a beacon on the Rebecca shoal, near the Dry Tortugas, in addition to the appropriation of August 3, 1854, the sum of ten thousand dollars, ($10,000.)

FOURTH DISTRICT, DELAWARE AND NEW JERSEY.

For continuing and completing the construction of an iron-pile light-house and ice-breaker on Cross Ledge shoal, Delaware bay, in place of the light-vessel at present at that point, and in addition to the appropriation approved August 3, 1854, the sum of twenty-two thousand four hundred and ninety-two dollars and twenty-nine cents, ($22,492 29.)

For continuing and completing the light-house on or near Ship John shoals, Delaware bay, in addition to the appropriation of August 3, 1854, the sum of twenty-five thousand and five dollars and *eleven cents*, ($25,005 11.)

For continuing and completing the erection of a first-class light-house tower and keeper's dwelling, to be fitted with the most approved illuminating apparatus, placed in the vicinity of Absecum inlet, to guide navigators clear of Absecum and Brigantine shoals, and in addition to the appropriation of August 3, 1854, the sum of seventeen thousand four hundred and thirty-six dollars and sixty-two cents, ($17,436 62.)

For the erection of a first-class light-house, fitted with the most approved illuminating apparatus, to be placed in the vicinity of the existing tower at Barnegat, affording more efficient protection and warning to navigators approaching the coast, the sum of forty-five thousand dollars, ($45,000.)

For the greater protection, from running ice, of the light-house on Brandywine shoal, Delaware bay, by increasing and strengthening the existing ice-breaker, and other proposed alterations, the sum of eighteen thousand one hundred and twenty-one dollars and forty-four cents, ($18,121 44.)

Respectfully submitted:

GEORGE G. MEADE,
Lieutenant Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

No. 2.

Special estimate for banking and preserving the site of Reedy Island light-house.

For 968 feet of earth embankment of the following dimensions, viz: 26 feet on base, with slope on inside of 15 feet on the base; slope on inside of 6 feet on the base; width on top of 5 feet; and mean height of 5 feet 6 inches:

968 running feet, at $3 per foot	$2,904 00	
Sluice for draining the enclosure	100 00	
162 wooden piles, to protect earth bank inside, at $3	486 00	
5,808 feet 3-inch hemlock plank, to protect inside of earth bank, = 17,424 feet board measure, at $12 per thousand	209 09	
400 pounds galvanized spikes, at 10 cents	40 00	
929 perches pier stone, for paving outside slope of bank from running ice, at $1	929 00	
		$4,668 09

WORKMANSHIP AND LABOR.

For driving 162 piles and spiking on planks, &c.:

1 superintendent, 30 days, at $4 per day	$120 00
2 carpenters, 30 days, at $2 per day each	120 00

4 laborers, 30 days, at $1 25 per day each...	$150 00	
Subsistence of 6 persons, 30 days, at 50 cents per day.....	90 00	
		$480 00
		5,148 09
Contingencies, 10 per cent.....		514 81
		5,662 90
Amount of appropriation August 3, 1854.....		1,815 00
Balance to be appropriated		3,847 90

No. 3.

Estimate for continuing the erection and completing the iron-pile light-house at Cross Ledge shoal, Delaware bay.

MATERIALS.

Wrought iron.

Ceiling-joists, 3,906 pounds, at 6 cents.....	$234 36	
Rafters, 4,406 pounds, at 6 cents.....	264 36	
		$498 72

Cast iron.

Sills and eaves-plates, 3,120 pounds, at 3¼ cents	101 40	
Door and window, 2,246 pounds, at 3¼ cents.	73 00	
Roof-plates, 24,017 pounds, at 3¼ cents	780 55	
Walls of house, 25,272 pounds, at 3¼ cents..	821 34	
Window frames and sashes, 2,400 pounds, at 3¼ cents.....	78 00	
Sash doors, 1,000 pounds, at 3¼ cents.....	32 50	
Gutter around dwelling, 1,200 pounds, at 3¼ cents.....	39 00	
Corner-posts, 7,880 pounds, at 3¼ cents.....	256 10	
Wall and floor of tower, 7,382 pounds, at 3¼ cents.....	239 92	
Lantern, 2,206 pounds, at 3¼ cents.....	71 69	
Tower cornice, 672 pounds, at 3¼ cents.....	21 84	
Centre column, 1,184 pounds, at 3¼ cents....	38 48	
		2,553 82

WORKSHOP LABOR, INCLUDING PATTERN-MAKERS, MACHINISTS, SMITHS, ETC.

On stringers	$800 00	
On joists	200 00	
On floor-plates	1,200 00	
On ceiling-joists	250 00	
On rafters	275 00	
On sills and wall-plates	100 00	
On doors and windows	175 00	
On walls of dwelling	1,000 00	
On gutter and corner-post	300 00	
On tower walls and floor	250 00	
On lantern-floor and tower cornice	100 00	
On centre column	50 00	
		$4,700 00

LUMBER.

Flooring-boards, 2,500 feet, at 4 cents	100 00	
Lining-boards, 1,500 feet, at 4 cents	60 00	
Ceiling-boards, 1,500 feet, at 4 cents	60 00	
Partition-boards, 1,000 feet, at 4 cents	40 00	
Nailing-strips, 1,000 feet, at 4 cents	40 00	
Tower-lining, 1,500 feet, at 4 cents	60 00	
Steps, &c., 500 feet, at 5 cents	25 00	
		385 00

MISCELLANEOUS.

Iron railing around dwelling and tower	400 00	
Two water and oil tanks	500 00	
Hoisting apparatus for boat	600 00	
Bolts, hinges, locks, nails, &c	500 00	
Lantern, complete	1,500 00	
Plate-glass and glazing ditto	500 00	
Boat, with sails	150 00	
Paints and brushes	250 00	
Tools, forge, smiths' coal, &c	100 00	
Blocks and rigging	150 00	
Current repairs of schooner	500 00	
Hire of tender-schooner	500 00	
Draughtsman and office expenses	500 00	
		6,150 00

LABOR ERECTING STRUCTURE.

1 superintendent	per month	$125 00
1 sub-assistant	do	45 00
2 carpenters	do	105 00
1 machinist	do	60 00

1 smith.....per month	$60 00		
1 helper.....do.....	45 00		
1 rigger.....do.....	60 00		
4 laborers and 1 cook.....do.....	125 00		
	625 00;	for 4 months,	$2,500 00

EXPENSES OF VESSEL, BEING IN LIEU OF FREIGHT, TRANSPORTATION, QUARTERS, ETC.

1 sailing-master.....per month	$75 00		
1 mate.....do.....	45 00		
4 seamen.....do.....	100 00		
1 cook and steward.....do.....	50 00		
	370 00;	for 6 months,	2,220 00

SUBSISTENCE OF WORKING PARTY.

12 men, 120 days, at 50 cents.....	$720 00	
8 men, 180 days, at 50 cents.....	720 00	
		1,440 00
Amount of estimate.....		20,447 54
Add 10 per cent. for contingencies.....		2,044 75
Total amount.....		22,492 29

Respectfully submitted:

GEO. G. MEADE,
Lieutenant Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

No. 4.

Estimate for continuing and completing the iron-pile light-house on Ship John shoal, Delaware bay.

MATERIALS.

Wrought iron.

Stringers, 10,544 pounds, at 6 cents.....	$632 64	
Joists, 3,413 pounds, at 6 cents.....	204 78	
Ceiling joists, 4,000 pounds, at 6 cents.....	240 00	
Rafters, 5,000 pounds, at 6 cents.....	300 00	
		$1,377 42

Cast iron.

Sills and wall-plates, 3,120 pounds, at 3¼ cts.	$101 40	
Door and window studs, 2,246 pounds, at 3¼ cents	73 00	
Roof-plates, 24,017 pounds, at 3¼ cents	780 00	
Walls of house, 25,272 pounds, at 3¼ cents.	821 34	
Windows and doors, 3,400 pounds, at 3¼ cents	110 00	
Gutter and corner posts, 9,080 pounds, at 3¼ cents	295 10	
Walls and floor of tower, 7,382 pounds, at 3¼ cents	239 92	
Lantern floor and cornice, 2,878 pounds, at 3¼ cents	93 53	
Centre column, 1,184 pounds, at 3¼ cents	38 48	
		$2,553 32

WORKSHOP LABOR, INCLUDING PATTERN MAKERS, MACHINISTS, SMITHS, &C.

On floor-plates of dwelling	$1,200 00	
On stringers	800 00	
On joists	450 00	
On rafters	275 00	
On sills and wall-plates	100 00	
On doors and windows	175 00	
On walls of dwelling	1,000 00	
On gutter and corner-posts	300 00	
On tower walls and floor	250 00	
On lantern floor and tower cornice	100 00	
On centre column and stairway	100 00	
		4,750 00

LUMBER.

Flooring-boards, 2,500 feet, at 4 cents	100 00	
Lining-boards, 3,000 feet, at 4 cents	120 00	
Ceiling and partition, 2,500 feet, at 4 cents.	100 00	
Nailing-strips, 1,000 feet, at 4 cents	40 00	
Steps and risers, 500 feet, at 5 cents	25 00	
Platform on shoal	500 00	
		885 00

MISCELLANEOUS.

Iron railing around dwelling and tower	400 00
Water and oil tanks	500 00
Hoisting apparatus and davits for boats	600 00
Bolts, hinges, locks, spikes, &c	500 00
Lantern complete	1,500 00
Plate-glass and glazing house	500 00
Boat, with oars and sails	150 00
Paints, oils, and brushes	300 00

Tools, shears, and forge, &c.....	$250 00	
Blocks and rigging.....	150 00	
Repairs of schooner.....	500 00	
Hire of tender-schooner four months.....	500 00	
Draughtsman and foundry agent.....	500 00	
Stationery, office rent, and expenses	500 00	
Cartage, hauling, and shipping.....	500 00	
Travelling expenses and office allowance	250 00	
Ship chandlery and smith's coal	250 00	$7,850 00

LABOR ERECTING STRUCTURE.

Working party on ice-harbor.

One superintendent, per month...	$125 00		
One sub-assistant, per month.....	50 00		
Two carpenters, per month.....	105 00		
One blacksmith and helper, per month	105 00		
One rigger, per month.....	60 00		
One foreman of laborers, per month	40 00		
Ten laborers, per month.....	250 00		
	735 00	for 3½ mos.,	2,572 50

EXPENSES OF VESSEL USED AS QUARTERS.

One sailing-master, per month....	$75 00		
One mate, per month.....	45 00		
Four seamen, per month.....	100 00		
One cook and one steward, per month.....	50 00		
	270 00	for 3½ mos.,	945 00

EXPENSES OF TENDER-SCHOONER TRANSPORTING MATERIALS.

One master, per month.....	$50 00		
Four seamen, per month	100 00		
One cook, per month.....	25 00		
	175 00	for 4 mos.,	700 00

SUBSISTENCE OF WORKING PARTY ON ICE-HARBOR.

3,600 days, at 50 cents per day.....	1,800 00

LABOR ERECTING HOUSE AND TOWER.

One superintendent, per month...	$125 00
One sub-assistant, per month.....	50 00
Two carpenters, per month.....	105 00
Two machinists, per month.....	120 00
One smith and helper, per month,	105 00
Four laborers and foreman, per *month*.....	140 00

One rigger, per month	$60 00		
One cook, per month	25 00		
	730 00	for 4 mos.,	$2,920 00

VESSEL EMPLOYED CARRYING MATERIALS.

One sailing-master, per month	$75 00		
One mate, per month	40 00		
Four seamen, per month	100 00		
One cook and steward, per month,	50 00		
	265 00	for 4 mos.,	1,060 00

SUBSISTENCE OF PARTY ERECTING HOUSE.

3,000 days, in all, at 50 cents	1,500 00
	28,913 74
Add 10 per cent. for contingencies	2,891 37
Amount of estimate	31,805 11
Deduct unexpended balance	6,800 00
Amount to be appropriated	25,005 11

Respectfully submitted:

GEO. G. MEADE,

Lieutenant Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

No. 5.

Estimate for completing tower and building keeper's house at Absecum.

TOWER.

Brickwork.

400,000 bricks, delivered at site	$4,800 00	
800 barrels of cement, delivered at site	1,250 00	
		$6,050 00

Cast iron.

One centre column, 150 feet long	400 00	
225 steps and risers	1,000 00	
Eight window-frames and sashes	400 00	
Two doors and frames	150 00	
Gallery brackets and floor-plates	500 00	
Watch-room railing	150 00	
Lantern complete	2,000 00	
Workshop labor in above	2,500 00	
		7,100 00

Wrought iron.

Standards and hand-rail	$100 00	
Braces, bolts, nuts, &c	75 00	
Four oil-tanks	200 00	
Lightning-rod and point	30 00	
Watch-room door and hatch	50 00	
		$455 00

Lumber.

Boards for scaffolding, centres, lining, &c	500 00

Miscellaneous.

Freight on materials	1,000 00	
Steam hoisting-apparatus and engine	1,500 00	
Glass for lantern	1,000 00	
Grading and fencing in lot	1,000 00	
Office expenses, draughtsmen, and travelling expenses	500 00	
		5,000 00

Labor.

1 superintendent, 210 days, at $4	840 00	
1 carpenter, 175 days, at $2	350 00	
5 bricklayers, 750 days, at $2 25	1,687 50	
1 smith, 60 days, at $2	120 00	
1 machinist, 60 days, at $2	120 00	
1 foreman of laborers, 175 days, at $1 50	262 50	
5 laborers, 875 days, at $1 25	1,093 75	
		4,473 75

Keeper's dwelling.

Per estimate 20th June, 1855	5,000 00
	28,578 75
Contingencies 10 per cent	2,857 87½
	31,436 62
Balance unexpended	14,000 00
	17,436 62

Respectfully submitted:

GEO. G. MEADE,
Lieut. Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

No. 2.

Estimate for continuing the efforts to erect a beacon on the Rebecca Shoal, Florida, according to approved design.

LABOR.

1 superintendent, $150 per month; 1 smith, $60 per month; 1 helper, $45 per month; 2 carpenters, $120 per month; 2 boatmen and laborers, $125 per month; in all, $500, for five months	$2,500 00
Charter of vessel with wages of captain and crew, at $600 per month, for five months	3,000 00
Charter of tender schooner, with wages of captain and crew, at $300 per month, for four months	1,200 00
To provisions for 20 persons, 150 days, at 50 cents per day per man	1,500 00

MATERIALS.

1 boat	125 00
1 pile-driver	300 00
1 hoisting apparatus	50 00
25 piles for platform, at $4 each	100 00
5,000 spruce plank, (3-inch,) at $20 per thousand	100 00
200 feet run of 9 by 12 cap logs, at 20 cents per foot	40 00
Rigging blocks and falls	100 00
Materials for trestles (lumber and bolts)	75 00
Portable forge, anvil, and smith's tools	75 00
2 hogsheads smith's coal	16 00
Fuel and water	80 00
Anchor and chain	250 00
Small derrick	20 00
	9,531 00
Contingencies 5 per cent	476 00
	10,007 00

Respectfully submitted,

GEO. G. MEADE,
Lieut. Topographical Engineers.

PHILADELPHIA, *October* 15, 1855.

APPENDIX No. 12.

OFFICE FIFTH LIGHT-HOUSE DISTRICT,
Washington, D. C., September 29, 1855.

GENTLEMEN: In accordance with the instructions of the Light-house Board, directing me to report upon all operations connected with my duties as light-house inspector in this district, and also in accordance with the requirements of the "circular" dated June 5, 1555, directing the several inspectors to embody in their respective reports on the 1st October, 1855, as much as appertained to their duties contained in that circular, under the several heads mentioned therein, I have the honor to submit the following:

LIGHT-VESSELS.

MARYLAND AND VIRGINIA.

Willoughby's Spit.—This vessel, which was undergoing repairs at the Gosport navy yard at the date of my last report, was completed, and returned to her station, in perfect order, on the 31st October, 1854. Two new lanterns, of 16 large sized panes of plate-glass each, were substituted for the old style lantern, containing 86 panes of glass. A very great improvement at this important station.

York Spit.—This vessel, lately built at the Philadelphia navy yard, and fitted with a new illuminating apparatus, consisting of 8 constant level lamps and 8 parabolic reflectors, 12 inches in diameter each, is at present temporarily employed as a relief vessel.

After having relieved the Smith's Point light-vessel while that vessel was undergoing repairs, she then relieved the "Wolf Trap," and is now at that station, using temporary masthead lens lanterns for that purpose. When the repairs to the latter vessel are completed she will be sent to her destination at York Spit.

Wolf Trap.—This vessel was relieved for repairs on the 17th August last, and towed to Alexandria, Virginia, all work having been suspended at Norfolk and Portsmouth, in consequence of the yellow fever at these places. She will be fitted out with new lanterns, similar to those at Willoughby's Spit, and two Costan lamps, in place of the old bowl-lamps.

Windmill Point.—This vessel has had the following slight repairs made at her station, viz: A new belfry has been put up, and a considerable portion of a new rail, &c., was put in, the old one having been carried away by a schooner coming into collision with her.

Smith's Point.—This vessel has been thoroughly repaired at Great Wycomico river, Virginia. She was caulked, painted, and partially coppered, and returned to her station on the 16th August, 1855.

Hooper's Straits.—This vessel was thoroughly repaired in Baltimore, and resumed her station on the 15th June, 1855.

Lower Cedar Point, Potomac river.—This vessel was put in thorough repair last spring, at Alexandria, Virginia. A new illuminating apparatus, consisting of 8 constant level lamps and 8 12-inch parabolic reflectors, was substituted for the old style bowl-lamp, and a new

octagonal lantern, of 8 large sized panes of plate-glass, in place of the old four sided lantern, containing 48 panes of small sized common glass. The new light was first exhibited on the 25th April, 1855.

Upper Cedar Point, Potomac river.—This light-vessel was thoroughly repaired last spring, and was fitted with a new illuminating apparatus, consisting of a lantern containing 16 panes of large sized plate-glass, and a new Costan lamp, in place of the old style lantern of 48 panes of small sized common glass and the old style common bowl-lamp. The Costan lamp was first exhibited on the 17th May, 1855.

Bowler's Rock, Rappahannock river.—This vessel was removed for repairs on the 8th December, 1854, at the close of navigation, and towed to Norfolk. Upon examination, she was found to be so badly decayed that it was deemed most advisable and economical to condemn her. She was sold at public auction by the superintendent of lights at Norfolk. The "Relief" light-vessel, which was attached to this district, was ordered to be fitted out for Bowler's Rock station. She was put in thorough repair, having a Costan lamp on board, and was placed at her station on the 15th April, 1855.

This district is now without a relief light-vessel.

NORTH CAROLINA.

Brant Island shoal.—This vessel is now undergoing repairs at her station.

Neuse river.—This vessel was removed for repairs to Newbern, North Carolina, on the 18th of May, 1855. She resumed her station on the 30th of June following in perfect order.

Long shoal.—This vessel was repaired and returned to her station in September, 1854, after the date of my last report. She was fitted with a Costan lamp.

Royal shoal.—This vessel was fitted with a Costan lamp at the same time the Long shoal vessel was.

Roanoke river.—This vessel is now undergoing repairs at Plymouth, North Carolina.

Wade's Point.—This vessel was removed and condemned. A screw-pile light-house will be substituted. At present, temporary rod lamps are exhibited at that station.

LIGHT-HOUSES.

MARYLAND AND VIRGINIA.

Cape Charles, Smith's Island.—The tower and keeper's dwelling at this light station were thoroughly repaired in July last, and left in good order. A new revolving machine is available, and will be put up in a short time, as the revolving machine now in use at this station is in very bad order.

Cape Henry.—The keeper's dwelling, &c., at this station, will receive the necessary repairs as soon as possible. A fog-bell, worked by machinery, was erected at this station on the 13th July, 1855.

Old Point Comfort.—A fog-bell, the same as that at Cape Henry, was erected near this station on the 20th July, 1855.

White shoals, Point of shoals, and Deep Water shoals.—Screw-pile light beacons which were in course of construction at the date of my last report were completed shortly afterwards. A larged sized pressed-glass masthead lens was suspended in the lantern of each house and exhibited on the 6th February, 1855. These masthead lenses were found upon trial to answer all the purposes of navigation on James river, Virginia, and were permanently substituted for the fifth order Fresnel lenses originally intended for these light-houses.

Jordan's Point, James river.—This light-house was also completed after the date of my last report. A similar illuminating apparatus to those in the screw-pile houses was first exhibited here on the 7th February, 1855.

Black river, Chesapeake bay.—A new revolving machine and reflecting illuminating apparatus, consisting of 6 21-inch parabolic reflectors and 6 fountain lamps, were substituted for the old apparatus of 10 lamps and 10 14-inch reflectors, on the 20th March, 1855, which adds very much to the brilliancy and efficiency of this light.

New Point Comfort.—The keeper's dwelling at this light station requires immediate repairs, painting, &c. The illuminating apparatus is in a very bad condition, being old and almost worn out. The repairs needed to the dwelling will be made on the first opportunity. This light should illuminate the whole horizon.

Pungoteague.—This house, built on seven pneumatic piles, which was in course of erection at the date of my last report, was completed shortly afterwards, and a fifth order lens was first exhibited on the 1st November, 1854.

Little Watt's Island.—The tower and keeper's dwelling at this station were put in thorough repair in August last. This light would aid the navigation of Tangier Sound and Pocomoke Bay very much if it illuminated the whole horizon. One additional lamp and reflector would answer all practical purposes.

Smith's Point, mouth of the Potomac River, Va.—Before putting up a fourth order Fresnel lens at this station, I had the tower, lantern, and keeper's dwelling—which were in a wretched condition—put into temporary repair, sufficient to preserve the new apparatus. This I deemed sufficient in anticipation of the new screw-pile light-house about to be built on the spit off Smith's Point. The lens put up was first exhibited on the 7th August, 1855, and was substituted for the old reflecting apparatus consisting of 15 lamps and 15 sixteen-inch reflectors.

The bank on which the tower stands is fast washing away; its verge being now only about 40 feet from the base of the tower.

Fogs' Point.—A fifth order Fresnel lens was put up at this station and exhibited on the 18th August last, and was substituted for a reflecting apparatus of 10 lamps and 10 sixteen-inch reflectors.

Point Lookout, mouth of the Potomac River, Md.—The keeper's dwelling at this station was thoroughly repaired in August, 1855. A new lot fence is very much required here, the posts and rails of the old fence are almost all decayed.

Cove Point.—A fifth order Fresnel lens, "fixed, varied by flashes," was first exhibited at this station on the 21st June, 1855, and was

substituted for the old reflecting apparatus consisting of 11 lamps and 11 eighteen-inch reflectors.

Thomas' Point.—This light station was fitted with a fifth order Fresnel lens on the 15th May, 1855, in place of the old reflecting apparatus consisting of 13 lamps and 13 reflectors, 16 inches in diameter.

Greenbury Point.—This light station was fitted with a steamer's lens, which was substituted on the 14th May, 1855, for the old reflecting apparatus consisting of 9 lamps and 9 fourteen-inch reflectors.

Seven Foot Knoll.—A screw-pile light-house is now in course of erection at this new light station.

Lazaretto.—A fourth order Fresnel lens was put up here, and a new lantern at the same time was put on the tower. The light was first exhibited on the 14th June, 1855. This lens light is substituted for the old reflecting apparatus, consisting of 11 lamps and 11 15-inch reflectors.

Concord Point, Havre de Grace, Md.—A steamer's lens was substituted at this light station for the old reflecting apparatus, consisting of 9 constant level lamps, and 9 16-inch reflectors, on the 10th May, 1855.

Piney Point.—This light station was fitted with a fifth order Fresnel lens on the 5th June, 1855, which was substituted for the old reflecting apparatus of 10 lamps and 10 15-inch reflectors. A breakwater will be necessary at this station immediately for the preservation of the tower.

Hog Island, Potomac river.—A site for this new light station was laid off on "Hog Island," between the Cone and Yeocomico rivers on the Virginia side of the Potomac river.

Blakistone's Island.—This light station was thoroughly repaired, painted, and put in complete order in September, 1855.

Jones' Point, Potomac river.—The new light-house at this station will be commenced immediately.

NORTH CAROLINA.

Body's Island.—The keeper's dwelling at this light station was thoroughly repaired and put in perfect order, and the lantern was newly glazed in March, 1855.

Cape Hatteras.—The keeper's dwelling at this light station was built in 1854, but was not painted at that time; it has been thoroughly painted during the last summer with three coats of paint, under the superintendence of H. F. Hancock, esq., the superintendent of lights at Washington, N. C.

Ocracoke.—The keeper's dwelling and tower at this station were thoroughly repaired in March, 1855.

Pamlico Point.—The tower at this station was being fast undermined by the action of the sea. I had a concrete foundation and breakwater made around the base of the tower where it was exposed, which will effectually preserve it. The keeper's dwelling was put in good repair at the same time.

Bogue Bank and Fort Macon.—These two lights near Fort Macon, entrance to Beaufort harbor, were erected under the superintendence

of Captain D. P. Woodbury, corps of engineers, since the date of my last report, and the lights first exhibited on the day of , 1855.

2. BEACONS, BUOYS, AND STAKES.

MARYLAND AND VIRGINIA.

Since the 1st of July, 1854, the Potomac, James, and Appomatox rivers, Virginia, and the Great Choptank river, Maryland, have been buoyed out, and several additional buoys have been planted in Chesapeake Bay, which completes the buoyage of that bay from the capes of Virginia to the head of navigation, except a few in the eastern channel of Pool's Island from Swan Point, which will be buoyed shortly.

Two second class iron nun and can buoys were planted on Upper and Lower "Crump's Hill" shoalwater, also a second class iron nun buoy on the "Thimble," and one on the "Lump," all near the entrance into Chesapeake bay, inside. A second class iron can buoy was planted off Cherrystone, one on "New Point Shoal," and one on the southeast bar off New Point. A second class iron nun buoy was planted on the southwest bar off New Point, entrance to Mobjack Bay. An additional spar buoy was planted near a wreck in Hooper's Straits, and one in Tangier Sound. All these places were considered dangerous to navigators, and are now well marked.

Duplicate buoys have been planted in the following creeks, rivers, bays, inlets, &c., &c., &c.: Patapsco river and tributaries, Pool's Island channel, Bodkin Swash, Annapolis Roads and Severn river, Chester and West rivers, Hooper's and Kedge's Straits, Tangier sound, Wycomico river, Pocomoke bay, and Chessonessex creek, in Maryland; Occahamock, Onancock, Machotank, Cherrystone, Pungoteague, and Hunting creeks, on the bay side, and Hog island, Great Matchapungo, Sand Shoals, Metompkin, and Fisherman's inlets, on the sea side of the eastern shore of Virginia; and Pianketank and Rappahannock rivers, on the western shore of Chesapeake bay, Virginia.

NORTH CAROLINA.

The Pasquotank, Little, and Perquimon rivers, also the landings in Hyde county, and the Alligator and North rivers, have been recently buoyed out. Duplicate buoys and stakes have been planted in Ocracoke inlet, Core sound, (channel to Beaufort harbor has had some new buoys planted,) Neuse river, Pamlico river, Hatteras inlet, and Pamlico, Croatan, and Albemarle sounds.

All the foregoing beacons, buoys, and stakes, have been planted under the present system.

3. The general condition of the different branches of the light-house service (with two or three exceptions) is very good in this district.

4. A great deal of renovating and repairing was done this season, in this district, therefore much will not be required next year, but some will always be found wanting and necessary.

The following will be the most expensive, viz:

Repairing North Point, 2 lights.

Breakwater at Piney Point.

New keeper's dwelling at Point Lookout. Besides sundry other special, and the ordinary general repairs throughout the 5th district.

5. None.

6. None.

7. The Ocracoke channel light-vessel and Beacon Island light-house were intended as a range to cross the Ocracoke bar at night in safety.

In consequence of the formation of shoals inside the bar, that range never has been, nor can it be now obtained. Should it be attempted to cross the bar by bringing these lights in a direct range, a vessel would certainly strike on the reef, with every chance of inevitable destruction.

It is possible that a range might be obtained by having two light-vessels in place of the house and one vessel, but the channel in which one of them would have to be moored is so subject to change that its continuance would, I fear, be of short duration.

As it is generally admitted by navigators that when definite instructions cannot be given for the use of lights, it is better there should be no light at all, I would recommend that the two lights in question be discontinued, after sufficient notice be given, and that the Ocracoke channel light-vessel be stationed off the northwest end of Royal shoal, where a light is so much needed, until the screw-pile light-house, for which an appropriation has been made, is erected.

After the erection of the screw-pile light-house, the vessel would be of the greatest service as a relief light-vessel in the waters of Pamlico and Albemarle sounds, and their tributaries, in North Carolina.

8. The advantages derived from the introduction of lenses in place of reflectors are various and great. They insure a better, brighter, and clearer light, can be readily distinguished, and are much more economical in every respect.

9. The Costan lamps and reflectors in light-vessels are also much better lights than the old bowl-lamps. They emit little or no smoke to darken the lantern, they always insure a good light, and consume less oil than the old lamp, particularly the Costan lamp.

The following comparative table will show the difference in the consumption of oil between a Costan lamp and one of 8 lamps and reflectors, and an old style bowl-lamp:

Name of station and kind of apparatus.	Time exhibited.	Daily consumption.		
		Gallons.	Quarts.	Pints.
Lower Cedar Point, L. V., 8 lamps and 8 reflectors	May 17 to 31—15 days.	.....	3	1½
Upper Cedar Point, L. V. Costan lamp..	Same time	.....	.....	3
Hooper's Straits, L. V., old bowl-lamp..	Same time	.....	2	½

Although the difference in the quantity of oil consumed daily is very great, nevertheless the Costan lamp shows as good a light as the reflectors, but either is more economical in point of consumption than the old bowl-lamp, and a decidedly better aid to navigation.

10. The number of the different orders of lenses, &c., introduced in this district, and the number of reflector lamps removed since October, 1852, are as follows:

Order of lens.	No. of each order.	Name of station where alterations were made.	No. of reflector lamps removed.
1st	1	Cape Hatteras	15
2d	None.		
3d	None.		
4th	6	Ocracoke	10
		Body's Island	14
		Old Point	11
		Lazaretto	11
		Smith's Point	15
		Fort Macon	New.
5th	7	Piney Point	10
		Thomas Point	13
		Cove Point	11
		Fog's Point	10
		Fort Carroll	New.
		Pungoteague	New.
		Bogue Bank	New.
Steamers' lens	2	Concord Point	9
		Greenbury Point	9
Masthead lens lanterns.	4	White Shoals	New.
		Point of Shoals	New.
		Deep Water Shoals	New.
		Jordan's Point	New.

The most of these old light stations would very shortly require new lamps and reflectors if lenses had not been substituted. The steamers' lenses and masthead lanterns have been found to answer all the purposes of navigation in their localities, and are as effectual aids as the reflector lamps.

11. The saving per cent. of oil, wicks, chimneys, &c., in lights where lenses have been substituted for the reflecting apparatus is very great, as will be seen by the following comparative table, showing in each case the number of lamps replaced by the different orders of lenses at four light stations in this district. These will serve as a good average for all such.

Name of station.	Illuminating Apparatus.		Consumption of oil.		Kind of lamp to lens.	Saving per cent.		Remarks, & date of trial.
	Old.	New.	Old lamps.	New lamps.		Oil.	Wicks & chimn'ys	
Cape Hatteras.	15	1st order						
Smith's Point .	15	4th order	32 gills .	10½ gills	Plus ultra.	68 3-4	93 1-3	6th, 7th & 8th Aug., 1855.
				10 gills	Valve	68 3-4	93 1-3	Same.
				7 gills	Fountain .	78 1-8	.....	Same.
Cove Point....	11	5th order	27 gills .	4 gills	....do....	85	90	20th and 22d June, 1855.
Concord Point.	9	St'r lens	24 gills .	5 gills	....do....	79 1-6	90	9th and 12th May, 1855.
Point of Shoals	New	Masth'd lens ...	.....	3 gills	Com. bowl	.....	.....	Mo. May, '55.

12. The present condition of light-house towers, dwellings, light-vessels, and beacons, (with one or two exceptions,) in this district is very superior, and none inferior, as compared with their condition when taken charge of by the inspector.

13. The present condition of the beaconage, buoyage, and stakeage of the different channels, harbors, bays, rivers, &c., &c., is in every respect superior to what it was formerly. The buoyage of the whole district is now nearly perfect as to numbers, classes, and distinctions, under the present system of buoys.

14. Great improvements have been made in nearly all the old aids to navigation in this district, and especially in the introduction of new and better illuminating apparatus in many of the lights, placing of new lanterns, and repairs to towers and buildings.

Several improved illuminating apparatus have been put on board light-vessels, and all the vessels are in good repair, or undergoing repairs.

The buoyage and stakeage of the channels, and of obstructions to navigation, has been particularly attended to in this district.

The system of coloring, numbering, and distinguishing the buoys, beacons, day-marks, &c., adopted by the board and based upon the act of Congress, has been scrupulously executed.

In buoying out localities where recent surveys have been made, the buoyage has been adapted to the wants of the navigator as indicated by the chart, regulating their numbers, fixing the class, &c., by their actual wants only, and dispensing with all unnecessary aids of this description, as useless buoys are calculated to mislead the mariner.

The buoys have been regularly removed for cleaning, painting, and numbering, newly painted and numbered ones being put in their places.

In all cases of casualties to the buoys, arising from gales, ice, freshets, &c., the damage has been promptly repaired.

A strict accountability of the public property has been rigidly enforced, and returns exacted regularly, in conformity to the regulations.

Respectfully submitted,

A. M. PENNOCK,
Light-house Inspector, Fifth District.

Commander T. A. JENKINS, and
Capt. E. L. F. HARDCASTLE,
Secretaries Light-house Board, Washington, D. C.

APPENDIX No. 13.

WILMINGTON, N. C., *September* 26, 1855.

GENTLEMEN: In obedience to the order transmitted with your letter of the 5th of June last, I have the honor to make the following report:

1. Of renovations, repairs, &c., of light-houses, light-vessels, and beacons, made since the 1st July, 1854, in the respective districts.

I will first speak of new works.

"For a small beacon-light on or near the point of Cape Hatteras, $1,500."

This appropriation was obtained, partly, on my recommendation. I have not myself taken any steps towards the erection of the beacon, and do not know whether anything has been done or not. If not, I am willing to undertake the work. I can attend to it without serious inconvenience, as other duties will take me to that neighborhood.

A harbor light-house and a beacon light on the eastern point of Bogue Banks were erected during the past winter and spring and lighted, in accordance with a printed notice on the 20th of May last.

The harbor light consists of a fourth order lens, fifty feet above the sea, surmounting a tower made of excellent bricks. The beacon is lighted by a small lens, thirty feet above the sea, supported by a wooden frame.

The beacon is about one-fourth of a mile from the harbor light. The two range with the outer buoy on the main bar and afford easy access to the harbor by night.

"For a small beacon light on Federal Point, Cape Fear river, $800."

Since this appropriation was made the tow boats on the river have increased to three in number, and a fourth is now building. Their captains are much in the habit of running by night; and they now insist that the light-vessel, which it was proposed to dispense with, is highly useful in following the channel above New Inlet to Orton Point. It will, therefore, perhaps, be best to let this vessel remain as long as she lasts, and then adopt some cheaper substitute.

"Light-house on the upper jettee of Cape Fear river."

The balance left of this appropriation, $5,610 93, when the present Light-house Board was organized, was hardly sufficient for the intended object. To accomplish the same end, in a more efficient and economical manner, a substitute has been proposed and approved, viz: a range of lights on the eastern bank of the Cape Fear river, two and a half miles below Wilmington, running about fifty yards outside the upper jettee and along the channel, one mile below the jettee and one and a half mile above.

After considerable delay a site has been purchased, the title duly investigated and approved, and the dwelling-house, which is also the front beacon, has been framed, and will soon be erected.

"Two beacons or range lights on South Island Point, and one beacon or range light on North Island, Georgetown Inlet, South Carolina."

I have surveyed the required sites, marked them off upon the ground, and invited proposals from the owners, but have not been able to obtain any satisfactory offers. The owner of the least valuable site, North Island, demands $1,000 for any tract, however small. The proposed beacons would be highly useful to the navigation of Georgetown Inlet, as they would render the harbor easily accessible by night. But the appropriation already made, $5,000, is not more than half large enough.

"*Light*-house to mark the shoals off Cape Roman."

The impossibility of obtaining a good title to any portion of Cape Roman Island, in any reasonable time, if at all, and other considerations, induced the Light-house Board to direct the new light to be placed in the immediate vicinity of the old. The plan has been presented and approved, temporary quarters have been erected for the workmen, materials have been collected, and the foundations of the tower are now being laid.

"Rebuilding beacons on Morris Island."

On the site of the old back beacon a new keeper's house was erected last spring. The light, two reflectors on top of this house, and a similar light about nine hundred feet in rear, on a wooden frame, put up in May and June, 1854, now constitute the *Overall beacons*, mainly useful, I believe, in finding the outer bar of the *north channel*.

"For rebuilding the two beacons on Sullivan's Island, and for building a keeper's house."

The two beacons have been rebuilt during the past summer. They consist of two stationary reflectors each, in enclosed lanterns, on the top of open wooden frames.

No keeper's house has been built or purchased. Title, it is believed, can be obtained only from the legislature of the State.

"Permanent beacon to range with Charleston light, &c."

This work I hope to attend to in connexion with the intended change in the Charleston light. No new site will be required.

For a light-house and beacon light at North Edisto - -	$15,000
For a light-house and beacon light at Hunting island -	30,000
For a light-house and beacon light at Hilton head - -	10,000
For two beacons to serve as a range to Callibogue sound -	5,000

The sites required for these various lights and beacons were surveyed and marked off in February last, and at the same time the owners were invited to state their prices. The terms demanded were, in all cases, high beyond all precedent, in one case equal to the whole appropriation.

Under the authority of the Secretary of the Treasury, the governor of South Carolina was requested to appoint three commissioners to value the sites in question, in pursuance of a recent law of the State of South Carolina having special relation to these sites. Two of the commissioners visited the several localities in July last, the third being then unwell. The report of the majority, I have been informed by one of the commissioners, will be made immediately.

"Light-house and beacon light at the mouth of the St. John's, Florida."

It has not been practicable hitherto to obtain a title of the required site. The United States attorney of Florida has the matter in hand, under instructions from the Treasury Department, and will doubtless obtain the desired title as soon as the great difficulties of the case will permit.

Repairs.

Between July 1, 1854, and the present date, nearly all the light-houses in this district have been two or three times more or less repaired.

The operations have generally been slight, consisting of repainting, and here and there soldering the lantern sheet copper domes, which, to be kept water-tight, require this attention at least twice a year, glazing the towers and houses, painting the iron work around the lanterns, &c.

In some cases dwelling houses and towers have been whitewashed, and the woodwork of the houses painted, the shingling repaired, the foundations and other parts repaired, &c.

The summer house at Bull's bay light, erected in May, 1854, much injured by the storm of September, 1854, has been repaired.

Two day beacons have been erected at the south end of St. Catherine's island, Georgia, ranging with the outer bar.

A wooden breakwater has been erected for the protection of Wolf island beacons, Georgia.

At Ocracoke light a 4th order lens, fixed, has been substituted for the 21-inch reflectors.

At Georgetown light a 4th order lens has been substituted for eleven 14-inch reflectors.

At Sapelo island light a 4th order lens has been substituted for fifteen 15-inch reflectors.

At St. Augustine light a 4th order revolving light has been substituted for ten 14-inch reflectors.

At the Price's creek beacons two 6th order lenses have been substituted for sixteen 14-inch reflectors.

Light-vessels.

A new, well equipped, and beautiful vessel has been placed off Rattlesnake shoal, Charleston, South Carolina.

The four old vessels have been repaired, one of them, Martin's Industry, pretty extensively, but not under my charge.

A fog-bell has been recently erected at Oak Island beacons, and will probably be useful.

2. "Of the buoyage, beaconage and stakeage of channels, as completed under the present system."

On the Cape Fear, one new position only has been occupied—at the turn of a new channel over Horse-shoe Shoal, opposite Price's Creek beacons. The old buoys have been kept up everywhere except on the main bar, which has not been used for two years.

A new channel has been buoyed out at Georgetown Inlet, called the Bottle channel. All the old positions are occupied.

Maffit's, or the beach channel, was buoyed out last summer, for the first time—3 buoys—and Lieutenant Morris has recently buoyed out the steamboat channel from Charleston to Sullivan's Island—4 buoys.

All the old positions at Charleston harbor, I believe, are occupied.

Many new buoys are required on the Atlantic coast between Charleston and St. Augustine, but I cannot speak definitely about them.

3. "Of the general condition of the different branches of the light-house service at the date of the report."

There has been a general improvement, I think, throughout this *district,* and in every branch of the service, "under the present sys-

tem." This is due, among other causes, to the frequent inspections, to the printed instructions of the Light-house Board, and to the prompt removal of the keepers, without a single exception, whenever the inspector has complained of them. Six have been removed on my recommendation.

On the Cape Fear the lights at the present time are better kept, and the buoys are in better condition, than I have ever known them to be before. The same remark, I believe, may be made of the whole district; but my information as to points beyond Charleston is not recent.

4. "Of rebuilding, renovations, and extensive repairs required during the next fiscal year, with estimates of cost of each aid specified."

I have but one such work to recommend, viz: a new dwelling-house for the keepers of Charleston light. The present house is very old, and not fit to live in.

Estimate for a new dwelling-house for the keeper of Charleston light and his assistant, in place of the present very old dwelling, $4,000.

The estimate may seem to be large, but a liberal allowance must be made for land transportation.

I do not wish to speak decidedly of any places beyond Charleston. I feel quite sure, however, that there is nowhere any immediate necessity for extensive repairs or rebuilding.

Some of the items under the following number (5) might perhaps more appropriately have come here.

5. "Of all additional aids required to render navigation safe and easy in the respective localities, with an estimate of the cost of each in detail."

Bald Head light occupies a very important situation; it has long been complained of, and may be greatly improved by the substitution of a third order lens larger model, 360°, for the present apparatus. And to distinguish this light under all circumstances from Federal Point light I should recommend a fixed light, varied by flashes.

Estimate.

Illuminating apparatus and revolving machinery - - -	$4,000
Alterations in the lantern and the top of the tower - -	500
Contingencies - - - - - - - - - -	500
Total - - - - - - - - - -	5,000

For a third order revolving lens light to take the place of the present inefficient apparatus at Bald Head, $5,000.

I do not renew the recommendation made two years ago for a new first class light on the point of Cape Fear, but will remark that if the Board contemplates the erection of such a light within a few years, it will not be expedient now to make the above mentioned

changes in the old light. In this latter event I recommend for the present a third order fixed light, smaller model, for the old tower. Estimate, $1,500.

As already intended, the appropriation for Georgetown Inlet is quite too small for the important objects proposed.

Estimate.

For one beacon on North Island and its illuminating apparatus	$1,500
Do. South Island do. do.	1,800
For a keeper's house and beacon on South Island - - -	4,000
For the purchase of two sites - - - - - - -	2,000
Contingencies - - - - - - - - - - -	700
Total - - - - - - - - - - - -	10,000

For three beacons on South and North Island Points, Georgetown inlet, and for a keeper's house, in addition to the $5,000 appropriated August 31, 1852, $5,000.

Estimate for a first order lens for Charleston light, to be lighted simultaneously with the new light at Cape Roman.

First order lens, fixed, illuminating 270° - -	$8,000 00
Changes in the lantern and top of the tower - -	1,500 00
Repairs of the tower - - - - - -	500 00
Contingencies - - - - - - -	1,000 00
Total - - - -	11,000 00

For a first order fixed lens, to take the place of the present revolving apparatus at Charleston light, and for a new dwelling house, $15,000.

"Rebuilding beacons on Morris Island."

The keeper's house having been destroyed by the storm of September, 1854, the Light-house Board authorized the use of $2,500 from the appropriation of $6,000 for Sullivan's Island beacons, &c. The keeper's house, which is also the front beacon, has been erected, and to refund the loan I recommend—

For a keeper's house on Morris Island, to take the place of the old house, destroyed by the September storm of 1854, the appropriation of $2,500.

The appropriation of August 3, 1854, viz: For Hilton Head $10,000, for Callibogue sound $5,000, after paying for the sites, can hardly be sufficient for the proposed objects; but in our present ignorance of the cost of the sites I forbear to recommend any additional appropriations.

Passing by Savannah river, I renew the recommendation made in my last annual report of a beacon near Sapelo light, to range with that light and the outer bar, or some interior place in the channel.

When the dwelling house and front beacon of the Wolf Island range wash away an equivalent range may be erected in a situation less exposed. (See enclosed chart.)

Estimate for a beacon light on the south point of Sapelo Island, Georgia, to range with the Sapelo light and the bar or channel, $1,500.

Amelia Island light.—The entrance to St. Mary's will be greatly facilitated by two ranges.

Estimate.

For a beacon to range with the Amelia Island light and the outer bar - - - - - - -	$1,500 00
For causeway or bridge over the marsh leading thereto -	500 00
For two beacon lights and a dwelling house at the north front of Amelia Island - - - - -	5,000 00
	7,000 00

For three beacons to facilitate the entrance to St. Mary's river, Georgia, $7,000.

6. "Of changes of locations and characteristic distinctions of existing aids."

The only immediate changes which I propose have been already noticed, viz: Bald Head light, now fixed, to be made fixed varied by flashes.

Charleston light, now revolving, to be made fixed.

7. "Of all useless aids to navigation."

I do not know of any useless aids in this district.

8. "What advantages have been derived by the introduction of lenses in place of reflectors in old and new light-houses?"

Greatly increased efficiency and diminished annual expenses in every case.

At one light only, Cape Hatteras, have the keepers been increased in number. There a very inefficient light, visible generally in clear weather only, has been changed to a lens light of the first order, visible at great distance in almost any weather, usually described by navigators as the "greatest light in the world."

9. "What advantages are derived from the introduction of reflectors and of Costan lamps in light-vessels?"

Floating lights before the change were often invisible in pretty good weather until the navigator got within a few hundred yards, sometimes near enough to make out the hull of the vessel.

The reflectors, under the same circumstances, are invisible several miles, and visible in all weather nearly as far as similar reflectors at the same elevation on land.

10. "What number of the different orders of lens lights have been introduced since October, 1852, and the number of reflector lamps removed from old lights, and which would have been required for new ones had the reflector system been continued?"

1st order 1.	At Hatteras light	15	21-inch	reflectors	removed.
4th order 1.	At Body's Island light	14	do.	do.	do.
4th order 1.	At Ocracoke light	10	do.	do.	do.
4th order 1. 6th order 1.	At eastern point of Bogue Banks.				
1st order 2.	At Price's Creek beacon	16	14-inch	do.	do.
4th order 1.	At Georgetown light	11	do.	do.	do.
4th order 1.	At Sapelo Island	15	15-inch	do.	do.
4th order 1.	At St. Augustine	10	14-inch	do.	do.
		91		do.	do.

Introduced—1 1st order; 6 4th order; 3 6th order.

11. "What percentage of oil and other supplies for lights is now saved by the substitution of lenses for reflectors, so far as the changes have been made in the old and new lights?"

This question I can answer only in part, for since the changes were made in this district the quarterly returns have not been made to me.

Comparing the first quarter of 1854—Price's Creek beacons—with the first quarter of 1855, I obtain the following statement:

	First quarter, 1854. 10 lamps.	First quarter, 1855. 2 6th order lenses.	Percentage saved.
Oil consumed, gallons	69	19¼	72-100 nearly
Wicks consumed, dozens	7½	1½	82-100

In 1853 I dismounted three lamps in each of these beacons, finding them to shine only upon the land. The comparison is, therefore, between ten reflectors and two lenses. The proportionate consumption of oil for sixteen reflectors would have been 110 $\frac{4}{10}$ gallons, and the per centage saved $\frac{82}{100}$. As it is, the oil saved (198 gallons) is nearly enough to pay the salary of the keeper.

At Ocracoke, Georgetown, Sapelo, and St. Augustine, where lenses have been substituted for reflectors, the per centage of oil, wicks, and chimneys saved has, I am satisfied, been more than $\frac{80}{100}$.

12. "What the present condition of the light-house towers, dwellings, light-vessels, and beacons on the coast, as compared with their condition at the time when they were taken charge of, respectively, by the present inspectors and engineers?"

No extensive repairs of towers and dwellings have been made during the period in question. They have not required it.

These structures are now, however, I think, in much better order, and more neatly kept, than they were in 1852.

The light-vessels have been more extensively repaired, and their general condition is greatly improved.

13. "What the present state of beaconage, buoyage, and stakeage of the different channels, harbors, &c., compared with the condition of this branch of the service at the time the present officers entered upon their duties?"

A great improvement has, I think, been made in this branch of the service.

Many new buoys have been placed, and lost buoys have been replaced more promptly than they formerly were.

"General remarks, having a reference to the gradual improvement of all the old aids to navigation, and to an efficient, economical, and systematical management of the light-house service."

There is great room for improvement in all the branches of the service.

While I was inspector of the district I was never able to obtain a complete set of quarterly returns, and for that reason never forwarded a consolidated return to the board, though such returns were regularly made out. Many of the keepers are very ignorant and illiterate—some of them are unable to read. Under present circumstances nothing but a quarterly inspection can secure proper returns and complete accountability of the keepers.

More light-house districts seem to me to be necessary; the 6th district would be amply large without including any portion of the Cape Fear Lights or buoys.

A general increase of salaries—say from $400 to $500 a year—would secure, without doubt, a more intelligent and more reliable class of men for keepers.

For the gradual improvement of the "old aids to navigation," I respectfully recommend the following additional changes in this district, to be provided for now or at some future day, as may suit the convenience of the service.

Federal Point light, in placing 10 13-inch reflectors, a 4th lens, 360°	$1,000
Oak Island beacon, in placing 20 14-inch reflectors, 2 5th lenses, 270°	1,200
Orton Point light, in placing 5 14-inch reflectors, a 5th lens, 225°	500
Big Island light, in placing 6 14-inch reflectors, a 5th lens, 225°	500
Georgetown light, in placing a 4th lens, 360°	1,000
Tybee, in placing 15 15-inch reflectors, a 2d lens, 360°	6,000
Tybee beacon, in placing 8 14-inch reflectors, a 5th lens, 270°	600
St. Simons, in placing 9 14-inch reflectors, 3d (s. m.) lens, 360° (?)	1,500
Little Cumberland, in placing 15 15-inch reflectors, 4th (R) lens, 360°	1,000
Amelia Island light, in placing 14 12-inch reflectors, 3d R. (s. m.) lens, 360°	2,000

Very respectfully, your obedient servant,

D. P. WOODBURY,
Capt. Engineers.

Captain T. A. JENKINS, U. S. N.,
Captain E. L. F. HARDCASTLE, U. S. N.,
Secretaries of the Light-house Board, Washington, D. C.

APPENDIX No. 14.

LIGHT-HOUSE INSPECTOR'S OFFICE,
Charleston, September 29, 1855.

SIR: In obedience to your orders of June 5, I herewith submit my report and answers to the questions contained in the circular issued May 29, 1855:

Question 1. Of renovations, repairs, &c., of light-houses, light-vessels and beacons made since the first of July, 1854, in the respective districts.

The repairs of all light-houses and dwellings have been made by the engineers of this district, except such slight repairs as the carpenter and armorer of the tender have made during my term of inspection.

The light vessel on the Knoll, Savannah river, has had a light storm deck put on her, and the St. Helena light-vessel is now undergoing extensive repairs.

2. Of the buoyage, beaconage and stakeage of channels, &c., as completed on the present system.

Since my appointment as inspector, I have had all the buoys properly arranged in the following places, viz: the river and bars of Cape Fear, Georgetown bars, the slue channel in Cape Roman shoals, the bar at Bull's bay; all the channels and harbor of Charleston; the Savannah river bar, Doboy bar, St. John's river and bar as far up as Jacksonville, and the bar of St. Augustine.

3. Of the general condition of the different branches of the light-house service at the date of the report.

I consider them much improved and more complete.

4. Of rebuilding, renovations and extensive repairs required during the next fiscal year, with estimates of the cost of each aid specified.

In answer to this, I would recommend a new dwelling house for the Charleston light, as the present one is very much decayed; a new stairway for the Tybee beacon; a cistern for the Sapelo light, and a new dwelling for the St. John's river light-house. I would also advise putting a new storm deck and a new light on the light-vessel Millard Fillmore, stationed at the Horse Shoe, Cape Fear river. She will require caulking and recoppering, or perhaps only patching. I think to put her in complete order will require $1,000.

5. Of all additional aids required to render navigation safe and easy in the respective localities, with an estimate of cost of each in detail.

In answer to this, I would recommend building a small beacon light (to cost $1,500) at Haddrell's Point, in Charleston harbor, for the use of the Sullivan's Island steamers running at night; also the rebuilding of the Cockspur Island beacon light, blown down in the September gale of 1854. This light is important to guide vessels into a safe anchorage in northeasterly gales; also a range light to be placed in Savannah, to range with the Fig Island light. This is important to guide vessels at night up to, and through the channel by the wrecks. It might be made the same size and cost as the one intended for the *Battery at* Charleston. At present the pilots have a red light placed

in one of the street lamps, which can only be seen under favorable circumstances. I would also recommend a bell buoy-boat for the Savannah river bar. At Doboy bar I would recommend a small beacon, (to cost $1,000,) to be placed in range with the Sapelo light, as a range light to come into the sound clear of the north breakers. I would also advise for this bar a bell buoy-boat. The commerce is rapidly increasing, and over 300 vessels have used this bar during the past year. At the St. Mary's bar I would recommend a range beacon to range with the Amelia Island light, and two small beacons on the north point of Amelia Island, near the fort, to be a guide for vessels to haul up round the southern point of North Shoals for the entrance of the harbor, or in place of these beacons, a small light vessel, such as the St. Helena light-vessel, might be placed inside the bar opposite the south point of North Shoals, and in range with the light-house over the bar; and also mark the turning point in the channel. For the bar of the St. John's river I would recommend a bell buoy-boat; for the river itself, a small light vessel of 30 tons (to cost $2,500) at Dame's Point.

At Piney Point, Cookoo Point, and Nine Mile Point, I would recommend light-houses to be built, about forty feet high, with fifth order lens.

These houses might be built with light and keeper's dwelling together, and will probably cost $4,000 each.

The three last points which have been mentioned are between Jacksonville and Palatka, where the river is very wide in places, and difficult to navigate at night. There are five mail steamers running on this river, besides a large number of vessels going up for lumber. To stake out this channel properly, I will require $2,000. When the mills on this river are in operation, it requires 600 vessels of from 9 to 13 feet draught to take the lumber, and by these additional aids, the navigation of the river will be made easy 100 miles from the entrance.

6. Of changes of locations and characteristic distinctions of existing aids.

I know of none required at present.

7. Of all useless aids to navigation, with the best disposition to be made in each case.

There are none such in this district.

8. What advantages have been derived from the introduction of lenses in place of reflectors in old and new light-houses.

There have been no such substitutions made since my appointment as inspector, except the North Island light, too recently put up to allow me to judge.

For answers to questions 9, 10, and 11, inclusively, I would respectfully refer the board to Captain Woodbury, as there have been no changes in lights since my appointment as inspector.

12. What the present condition of the light-house towers, dwellings, light-vessels, and beacons, on the coast, as compared with their condition at the time when they were taken charge of respectively by the present inspector and engineers.

They are much improved, extensive repairs having been made.

13. What the present state of the beaconage, buoyage, and stakeage, of the different channels, harbors, &c., as compared with the condition of this branch of the service at the time the present officers entered upon their duties.

In answer to this question, I would say, that I have made all such changes and additions as I deemed necessary, and in consequence of the additional buoys furnished by the Light-house Board, I think the system more complete.

14. General remarks, having reference to the gradual improvement of all the old aids to navigation, and to an efficient, economical, and systematical management of the light-house service.

I would propose the following aids for the improvement of navigation, viz., the introduction of lens lights at the following light-houses and beacons in the district: At Federal Point, a fourth order lens, lighting the horizon 360°; at Cape Fear light, a second order lens, lighting the horizon for 360°; at the Oak Island beacons, two sixth order lenses, lighting 260° each; at Price's Creek, a sixth order lens, lighting up 360°, to be placed in the outer beacon in place of the present one, which lights 260°; at the Horse-shoe Shoal light vessel, a reflector light, in place of the present lantern; at Bull's Bay, a fourth order lens of 300°; at the Charleston light, a first order lens of 360°; at the Charleston beacon, the sixth order lens now at Price's Creek outer beacon, which lights 260°; at the Tybee light, a first order lens of 300°, and a fifth order lens of 180° for Tybee beacon; at the Oyster Beds beacon, a fifth order lens of 260°; at Sapelo, a third order lens; at St. Simons, the lens light now at Sapelo; at Little Cumberland, a fourth order lens of 360°; at Amelia Island, a third order lens of 360°, and sixth order lenses for all the beacons proposed; at St. Johns bar, a second order lens. At all the lights mentioned, the lamps and reflectors are generally old and much worn.

I find it impossible to perform all my duties as inspector with the present tender. The district embraces a large extent of coast, with the bars and inlets quite numerous, and exposed to the sea. When there is sufficient wind to sail out to the bar, the sea is so rough as to make it difficult to approach the buoys. In light airs, or calms, it is difficult for the schooner to approach them, as the currents are all quite strong.

I would respectfully request a small steam propeller, as it would enable me to perform all my duties more effectually. I think that the additional expense would be fully compensated for by the benefits to be derived. I think a suitable propeller might be obtained for about $15,000.

During the summer I have made a tour of inspection, and in that time have had but four hours of fair wind. I have lost so much time by head winds that it has been impossible to complete all the work I wished.

With a small propeller, drawing from seven to eight feet water, I

feel confident that all the bars, inlets, and rivers of this district might be kept fully and properly buoyed.

Respectfully, your obedient servant,

C. MANIGAULT MORRIS,
Light-house Inspector, Sixth District.

Lieutenant T. A. JENKINS,
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 15.

SAVANNAH, GEORGIA, *October* 15, 1855.

SIR: I have the honor to report on the different heads enumerated in the circular sent to me with your letter of the 5th of June last, so far as appertains to my duties on the light-house service.

No. 1. "Renovations, repairs, &c., of light-houses, light-vessels, beacons, &c." Under Lieutenant Newton's charge, the lamps and reflectors of the beacon opposite Cockspur Island, on the White Oyster bed, have been restored; the roof and plastering of the keeper's house at Tybee light repaired, and the keeper's house on Cockspur Island rebuilt since July 1, 1854.

Since resuming the charge of the works at this city, I have built three day beacons—two on Elba Island, Savannah river, and one on the northern bank of the river—as marks for vessels when passing over the "*Horse-shoe*" and "*Pumpkin*" Bank, and made extensive repairs to the light-house on the eastern point of Fig Island, embracing the following items: renewing the foundations; re-embanking the dikes; enclosing the premises; renewing the timber platforms around the house; repairing the roof; relaying a large part of the flooring which was much decayed; erecting a suitable frame-work for the support of a fog-bell; replastering the rooms; repainting the exterior of the house and casings of windows, doors, &c; repairing lantern; supplying defective fastenings for doors and windows, also locks for the doors, and rebuilding the small pile wharf which had been entirely destroyed by the gale of September, 1854. I have also taken measures for the reconstruction and repair of the beacon light for south channel of Savannah river at Cockspur Island.

No. 2. "Of the buoyage, beaconage," &c. Two small day beacons—one on *Long Island*, and one on *Jones' Island*, Savannah river—are desired by the pilots, and would add facilities for navigating the river. They could be built for about $300 each=$600.

No. 4. "Of rebuilding, renovations and extensive repairs," &c. 1. The beacon light for south channel of Savannah river at Cockspur Island to be rebuilt on the same foundations, enlarged. The cost will be about $6,000. Detailed estimates will be furnished as soon as the plans can be perfected. 2. A brick foundation should be built under the keeper's house on Cockspur Island, to make it more comfortable in winter, and a small frame kitchen added. These additions can be made for $450.

No. 5. "Of all additional aids required," &c. 1. A light ship to

be placed where the outer buoy is anchored on the bar of the Savannah river. A suitable one could be built probably with all the fixtures, anchors, chains, &c., for $20,000; but I have not the means of making a reliable estimate. The inner buoy to be replaced by a larger one.

3. A *harbor beacon* on "the bay," city of Savannah, as an aid to vessels approaching the city at night. I would propose the erection of a cast iron column 25 feet high, surmounted with a lantern similar to the street lanterns of a city, but much larger, and with *red* lights. The column should be enclosed with a suitable railing, for protection. The cost would be about $2,000. If desired by the board, the mayor of Savannah will make application at once to the legislature of Georgia for the grant of jurisdiction, &c., and the city will give the land necessary for the purpose.

No. 14. The inspector of lights for this district can report more satisfactorily under this head than I can. I will simply remark that, as a local matter, special attention should be given as to small boats used in passing to and from a light-house situated as the beacon light on the white Oyster Bed is. The passage between Cockspur Island and the beacon is an exposed one, and for safety the boat should be a good *sea boat*. The keeper informs me that one is much needed at this time.

Having many works committed to my charge by the engineer department, which have much occupied my time and thoughts for the past three or four months, I accidentally overlooked the circular of the board, calling for a report from me by the 1st instant. I must therefore offer this as my excuse for failing to render the requested report by the time specified.

I am, sir, very respectfully, your obedient servant,

J. F. GILMER,
Captain of Engineers.

Lieutenant THORNTON A. JENKINS,
Secretary to Light-house Board, Washington City.

APPENDIX No. 16.

UNITED STATES SCHOONER FLORIDA,
Key West, October —, 1855.

SIR: I have the honor to submit the following answers to the questions propounded by the board:

Ques. 2. Of the buoyage, beaconage and stakeage of channels so far as completed on the present system.

Ans. Buoys have been planted at Tampa, from the outer bars up to Gadsden's Point, 30 miles.

The channel from Oyster bar to the town of Tampa, staked out with four-inch scantling, five miles. Buoy placed on the bar at Manatee river and post bank staked out. Buoys from the Gulf stream, and from the Gulf of Mexico, into the harbor of Key West, arranged in the proper position. Reef channel has been examined thoroughly, for

the purpose of being buoyed out from Cape Florida to Key West, 160 miles.

Ques. 3. Of the general condition of the different branches of the light-house service at the date of report.

Ans. Good, and I am happy to say improving.

Ques. 4. Of rebuilding, renovations and extensive repairs required during the next fiscal year, with estimates of cost of each aid specified.

Ans. The tower at Tortugas should be raised 10 feet; a new tower at Egmont Key, Tampa Bay; dwelling at Key West in want of repairs, $100 required.

Ques. 5. Of all additional aids required to render navigation safe and easy in the respective localities, &c.

Ans. Light-houses required on Alligator reef, Indian river, Jupiter and Hillsboro'; a day beacon on Sea-Horse key; and a bell buoy on Rebecca shoal; twenty stakes for Cedar Key channel; twenty for Manatee river, $30 per stake.

Ques. 8. What advantages have been derived by the introduction of lenses in place of reflectors, &c.

Ans. Greater power, consequently greater range; economy of oil.

Ques. 10. What numbers of the different orders of lens lights have been introduced since October, 1852, &c.

Ans. Three of the 1st order, and two of the 4th.

Ques. 11. What per centage of oil and other supplies for lights is now saved by the substitution of lenses for reflectors, &c.

Ans. There being no data in the office, I cannot form an estimate.

Ques. 12. What the present condition of the light-houses, towers, dwellings, &c., as compared with their condition at the time when they were taken charge of respectively by the present inspectors and engineers.

Ans. Cleaner, and in better order.

Ques. 13. What the present state of the beaconage, buoyage and stakeage of the different channels, harbors, &c., compared to the condition of this branch of the service at the time the present officer entered upon the duties.

Ans. Infinitely better. The Key West and Northwest Passage buoys had been planted, but not one marked right or in the proper place. No buoys or stakes had been planted in Tampa or Manatee.

I cannot press upon the board with too much zeal the necessity of a light-house on Alligator reef; four vessels have been wrecked there, and in the neighborhood, in the last four months; when, if there had been a light, the vessels could have rounded the point of reef and come to in a good roadstead, in from six to three fathoms. Alligator reef has from two to six fathoms water on it; lies off Indian Key, distant about six miles.

Indian Key was occupied as a naval depot during the Florida war, and has a fine roadstead. I have rode out many gales of wind here, and the schooner Wave rode out the hurricane of 1842, which hurricane placed in great jeopardy the Sand Key light-house, blowing down the dwelling and washing away a great part of the island. I mention the above facts to show that with a good light it could be

made a harbor of refuge, besides warning the mariner of this dangerous reef.

* * * * *

Relative to a light on St. Martin's reef, whilst on the western coast I was unable to get a pilot for the reef; consequently, my examination was too slight to form an opinion. I have consulted with some of the principal traders on that part of the coast, and they do not consider a light necessary, and if there was one, it would be of no use in entering the many little rivers where they go for lumber, (cedar.)

I am, sir, very respectfully, your obedient servant,

M. CARRINGTON WATKINS,
Lieutenant U. S. N., Inspector 7th District.

Com'd T. A. JENKINS,
Secretary Light-house Board.

APPENDIX No. 17.

FORT JEFFERSON, FLORIDA, *September* 23, 1835.

SIR: I have the honor to acknowledge the receipt of the 15th August, requesting an estimate for a light-house and keeper's dwelling, which it is proposed to erect at this place, and to send herewith two estimates, with a sketch showing the projects on which they are based.

Your instructions indicated the height without fixing the other important dimensions. This has perplexed me very much, as I do not know and have no means of ascertaining what experience has shown to be suitable in regard to convenience and stability for the upper and lower diameters, and the thickness of the walls for a tower so much higher than our ordinary structures. But should any of the dimensions I have assumed not meet the approval of the board, the estimates may be readily modified to suit the necessary changes, as an analysis of the costs of the principal items of masonry is appended.

A sufficient foundation being all important to the stability of the tower, I have endeavored to make one that shall fulfill all the necessary conditions. It is proposed to first lay a grillage, as shown on the sketch, the top of which shall be on a level of those in the bastions of the fort, and being always under water is secured from decay. On this rests the foundation three feet high, with a batter of two feet on each side. The outlines of the grillage and foundation are made polygonal, instead of circular, for convenience of setting the curbing for the concrete. With such a foundation the pressure on the bed will be, for project No. 1, a little over 36 cubic feet to the square foot, a pressure shown by experiments made here to be admissible, as the settlement under nearly twice the weight, at a point not far distant from the probable location of the tower, did not exceed three-fourths of an inch. If the grillage is not used, an additional and equivalent spread must be given to the masonry of the foundation, which must go down to the water to secure it from being undermined by rats and crabs.

There being nothing in your instructions relative to the kind of

materials to be used for the masonry, I have assumed the foundations of the tower to be entirely of concrete, and the walls of concrete faced inside and out with hard burned Pensacola or Mobile bricks, the facing being employed as better resisting the action of the sea air than the concrete. The bond assumed for this facing is the same as is now used on the fort, and is represented on the sketch.

I am disposed to believe that the mortar for both brickwork and concrete should be made of cement and sand, without any admixture of lime, and in the proportion of two parts of the latter to one of the former in powder. The voids in the sand being about one-third, and the shrinkage of the cement about one quarter when reduced to paste, the latter will a little more than suffice to fill the voids of the former when mixed in the above proportions. Experience here has shown that lime mortar does not fully resist the action of the atmosphere, and therefore should not be relied upon. A mixture of, say, equal parts of lime and cement, might answer; but as the cement, without the lime, is unquestionably better, and its cost not much more, it should be preferred.

Pensacola or Mobile bricks are mentioned, because it has been decided, after careful examination, to use them for the fort. Their cost is greater than northern bricks, owing principally to higher freights; but as it is believed they will resist the action of the sea air, whilst many kinds of northern bricks are known to yield, it is thought to be economy to use them. Should it be deemed best to build the tower entirely of bricks, all except those in the exposed parts should be obtained from the New York market, from considerations of economy.

An important item of cost, and one not easily estimated for with accuracy, is raising the materials for so high a tower. When the ordinary means of hodding them is employed, it is know that the cost increases rapidly after the structure is carried above a medium elevation. For this work they may be hoisted, but this process will be a slow one, owing to the want of room for more than a single derrick, and will probably be found inadequate unless steam power be employed. There is a small steam engine now in use here which may be available for this purpose, and which will raise easily from 1,500 to 2,000 pounds with rapidity enough to supply all the materials for the work.

No allowance is made for expense of storage of cement and other materials, for shelter of workmen or transporting workmen to this place, as most, if not all of these may be avoided by putting the work under the control of the officer in charge of the fort. Nor have I put in the estimate of the cost of the stairs for the tower, as I presume you can determine it accurately from the information in your office, whilst I can give only a conjectural sum. In other respects, the estimates embrace all the important items I can think of.

Not having the dimensions of any similar structure at hand to refer to, for determining the proper dimensions of the tower, I have made the calculations for the stability of the two projects in which I have made use of the following data, and assumed that the greatest force to be resisted is that of the hurricanes which are occasionally experienced on this coast:

Any diameter that will fulfil the considerations of stability and

economy may be taken for the lower base, whilst the minimum, and probably the best one for the top will be determined by the size of the lantern required for a first class Fresnel apparatus. The exterior diameters of top and bottom have been assumed at 15 and 30 feet; the height above foundation taken at 146 feet, which brings the deck 150 feet above low water, as proposed by the board; and the thickness of the walls at bottom and top, in project No. 1, at 6 and 2 feet, and in No. 2, at 7 and 3 feet, respectively.

The mean weight of the materials is taken at 100 pounds the cubic foot, being deduced from the weight of a trial block of concrete, which had been made and protected from the weather for about four years and a half, and which gave 108 pounds the cubic foot, and a block of bricks which gave, when dry, 91 pounds the cubic foot. Assuming these weights to correspond with those of similar materials in the structure, it will be seen that 100 pounds to the cubic foot is rather below the average weight, as the heavier material is largely in excess. The arm of lever, on which the weight of the tower acts against any force overturning it about its base, is taken at 14 feet, or one foot less than the radius of the base.

The pressure of wind in the strongest hurricanes has been taken at 50 pounds per square foot, and as the tower is conical, the pressure against it is less than it would be against a plane surface equal to the central section, and has been assumed at two-thirds of 50 or $33\frac{1}{3}$ pounds to the square foot of this section. The central section of the tower and lantern is taken at $160\times\frac{30\times15}{2}$, which is probably in excess, and the leverage at 71.1 feet, or the distance of the centre of gravity of the section above its lower base.

With the above data we obtain for the moment of pressure $160\times\frac{30\times15}{2}\times33\frac{1}{3}\times71.1=8532000$; for the moment of weight of project No. 1, $35630\times100\times14=49882000$, and for project No. 2, $41815\times100\times14=58541000$, and by dividing the moments of resistance by the moment of pressure, we have $\frac{49882000}{8532000}=5\frac{84}{100}$, and $\frac{58541000}{8532000}=6\frac{86}{100}$ for the moments of stability of the two projects, respectively; or the power of resistance in one case $5\frac{84}{100}$, and in the other $6\frac{86}{100}$ times the power of the presure. It would seem from these calculations that either project ought to be secure, though the first looks rather slender in the drawing. If the dome arch supporting the upper floor or deck is considered necessary, its thrust may be counteracted by ties or other well known contrivances. Its weight, which favors stability, has not been taken into consideration in the calculations above given.

The pressure on the bed of the foundation for either project is not great enough to excite any apprehension, and the stability in this respect may therefore be considered as secured.

I cannot make any satisfactory estimate for the keeper's dwelling, as I do not know what allowance of room for each person is authorized by the board, therefore none is submitted. There is now a wooden house, built for the keeper in 1847, which contains two lower rooms, with hall, two half attic rooms and a detached kitchen, which, if sufficiently capacious, will answer the purpose for some years to come. *An addition* may be made to it at a small expense. If a new house

be determined upon, its cost may be easily ascertained when the plan is once decided upon. The privy should be built over a vault communicating with the sewers of the work, the cost of which vault will be not far from $100.

Very respectfully, your obedient servant.

H. G. WRIGHT,
Captain of Engineers.

Lieutenant T. A. JENKINS, *U. S. N.*,
Secretary Light-House Board, Washington, D. C.

Estimate of cost of a light-house at Garden Key, Tortugas, Florida.—Project No. 1.

Excavation and embankment, 280 yards, at 20 cents	$56 00
Lumber for grillage, 7,000 feet, at $25	175 00
Concrete in foundation, 90 cubic yards, at $5 30	477 00
Brick masonry in tower, 393 cubic yards, at $17	6,681 00
Concrete masonry in tower, 927 cubic yds. / Concrete on lower floor, 3 cubic yards } 930, at $5 80	5,394 00
Cost of raising materials due to unusual height	900 00
Derrick, blocks, falls, &c	400 00
Lumber for floor of watch room, landings, patterns, scaffolding, and general purposes, 10,000 feet, at $25	250 00
10 windows and frames, at $6	60 00
1 door and frame	10 00
10 pairs window-sills and lintels, at $10	100 00
1 door-sill and lintel	15 00
Ladders	50 00
Landing and storing materials	250 00
Carpenters' work	125 00
Stationery, books, &c	25 00
	14,968 00
Add ten per cent. for unforseen expenses	1,496 80
	16,464 80
Cost of stairs, including putting up	
Cost of lantern, set	5,000 00
Cost of first order Fresnel apparatus, complete	10,000 00
	31,464 80
Cast-iron stairway, 146 feet	3,000 00
	34,464 80

Project No. 2.

Excavation and embankment, 280 cubic yards, at 20 cents	$56 00
Lumber for grillage, 7,000 feet, at $25	175 00

Concrete in foundation, 95 cubic yards, at $5 30	$503 50
Brick masonry in tower, 372 cubic yards, at $17	6,324 00
Concrete in tower and lower floor, 1,180 cubic yards, at $5 80	6,844 00
Landing and storing materials	250 00
Cost of raising materials due to unusual height	1,000 00
Derrick, blocks, falls, &c	400 00
Lumber for floor of watch room, landings, patterns, scaffolding, and general purposes, 10,000 feet, at $25	250 00
10 windows and frames, at $6	60 00
1 door and frame	10 00
10 pairs window-sills and lintels, (granite,) at $10	100 00
1 door-sill and lintel	15 00
Ladders	50 00
Cost of carpenters' work, not included in above	125 00
Stationery, books, &c	25 00
	16,187 50
Add ten per cent. for unforeseen expenses	1,618 75
	17,806 25
Cost of stairs, including putting up	
Cost of lantern, set	5,000 00
Cost of first order Fresnel apparatus, complete	10,000 00
	32,806 25
Cast-iron stairway, 146 feet	3,000 00
	35,806 25

Analysis of cost of masonry.

Bricks, per yard	$10 50
Cement for do., 1⅓ barrels	2 20
Sand	5
Mason, $2 50 Tender to mason, $1 75	4 25
Cost per yard of brick masonry	17 00
Coral, per yard	$0 70
Breaking, per yard	1 00
Sand, say	15
Cement, 1⅓ barrels	2 20
Labor, mixing, and laying	1 75
Cost per yard of concrete in tower	5 80

For the concrete in the foundation the cost of laying should be put at $1 75, making the cost $5 30 per yard.

If bricks be used in filling instead of concrete, the cost will be as

follows, which should be substituted for the cost of the concrete in the estimate:

New York bricks, per yard	$6 00
Cement for bricks, 1⅓ barrels	2 20
Sand	5
Mason	1 50
Tender to mason	1 25
Cost of brick backing, per yard	11 00

Respectfully submitted.

H. G. WRIGHT,
Captain Engineers.

FORT JEFFERSON, FLORIDA, *September* 23, 1855.

APPENDIX No. 18.

INSPECTOR'S OFFICE, EIGHTH LIGHT-HOUSE DISTRICT,
Mobile, October 1, 1855.

SIR: In compliance with the order of the Light-house Board under date of the 29th May last, I have to submit the following report of operations connected with the service of the eighth light-house district for the last fiscal year.

At St. Marks the roof of the keeper's dwelling has been repaired by the contractor who built it, and is in tolerable order.

A new dwelling for the keeper has been built at the Dog Island light-house. It is a framed dwelling, 25 feet square, resting on five wrought-iron piles, screwed 8 feet into the sand, the sills being 8 feet above the surface of the ground. The foundation of the tower was also repaired and deepened, and a stratum of concrete placed around the base to prevent undermining by winds and waves.

At Cape St. George similar repairs were made to the foundation of the tower, and a corner of the keeper's brick dwelling, which had been undermined, received a solid foundation of brick work. An iron tension rod was added to strengthen its north wall.

The new light-house at Cape St. Blas has been begun during the year, and at this date its masonry has been finished. The keeper's dwelling, similar to that described for Dog Island, has been completed. The lantern, &c., for this tower has arrived within a few days past, and will be put up without delay.

The new tower at the north end of the Chandeleur Island has been begun, and at this date is rapidly approaching completion. The lantern for this tower has also been received and will soon be in place.

The iron light-house tower which formerly stood at the Head of the Passes of the Mississippi river, has been removed and rebuilt at the Pass à L'outre. Its illuminating apparatus has been received, and is now being adapted to the lantern. In all probability it can be lighted by the first of November. A new dwelling for the keeper has also

been built at the Pass à L'outre, and is presumed to be finished at this date.

The sixth order lens, which replaces the light at the Head of the Passes, is now exhibited at that place from a window built in the roof of the keeper's dwelling.

The new dwellings intended to show a light from their top, in lieu of the present wooden towers at the Bayou St. John and New Canal, have been framed and are ready to be put up.

The foundation for a new tower at Port Pontchartrain has been begun on the spot.

The new light-house at the Rigolets, at the outlet from Lake Pontchartrain, will be commenced at an early day.

I have not yet been able to obtain title and jurisdiction for sites at the southwest cape at St. Vincent's Island, Florida, at St. Joseph's Island, Mississippi, at Procterville, Louisiana, nor for the beacon at the east end of Horn Island, Mississippi.

A breakwater, 212 feet long, has been built to protect the site of the light-house at Tchefuncta river. It consists of cypress piles sawed 4 by 8 inches, connected at the top by a horizontal strip spiked on the rear side. It stands well and has been of great service. At this place a new cistern has been provided for the keeper.

At Pass Manchac extensive repairs have been made to the breakwater which surrounds the site. The whole contour has been sheathed with cypress piling 4 by 8 inches, fastened firmly to the old timbers of the breakwater. The whole remains firm, but the establishment is old, and should be rebuilt in a less exposed position.

Since the 1st of July last, a bell-boat and six nun and can buoys have been placed to mark out the entrance into Mobile bay; during the last summer they have been taken up, cleaned, painted and replaced. At this date all are in position and in good order.

Three spar buoys have been placed to mark the channel at the east end of Horn Island, Mississippi.

A large iron buoy has been placed outside the bar to mark the entrance to the Pass à L'outre, and a large wooden buoy off the entrance to the Southwest Pass. The last has disappeared. A large iron buoy has been placed on the east side of the channel in the Southwest Pass as a beacon to run for, after passing the bar. This is in position and is very useful. Eight spar buoys have also been placed to mark the channel, but from the nature of the bottom, the changes in the channel and the exposure of the buoys to the tow-boats, their positions cannot be relied on.

Four spar buoys have been placed on the bar at the Pass à L'outre, two on each side of the channel. The water north of them has since increased in depth, and the best channel across the bar is now found by running from the large buoy outside straight towards the iron light-house till the bar is passed, then hauling slightly to the southward towards the middle of the river. All the spar buoys are south of this line.

The channel from Dog Island to Apalachicola has been marked by day beacons in a satisfactory manner.

Eight beacons were contracted for to mark the shoals and channels

in Mississippi sound. After being built four were destroyed and two considerably injured by the hurricane of the 15th of last month. The loss falls on the contractor.

The beacon which was built to mark the site of a wreck in Mobile bay, having suffered seriously, has been rebuilt.

The iron light-ship at Merrill's Shell Bank, Mississippi, having sprung a leak, was towed to Mobile in July last, for examination. Her bottom was found to be much corroded, but with enough of durability remaining to justify repairs. At this date the repairs of the iron work have been nearly completed. A schooner was chartered as a temporary light-ship during the absence of the former from her station.

At this date, with the exception of some slight damage caused by the hurricane of the 15th ultimo, the general condition of the different branches of the light-house service in this district may be considered as satisfactory. Much, however, remains to be done in building, improving, &c., though most of the new structures required are already authorized. These will be built as fast as titles to the sites can be procured and the means of construction available will permit.

At the entrance of Mobile bay, the principal light has hitherto been located at Mobile Point, and a secondary light of 11 lamps on Sand Island. At this last position, which is three miles further seaward than the other, a first class light would have its seaward range increased by that distance, and as a guide for crossing the bar would continue the functions of the existing light. That at Mobile Point might then be reduced to a harbor light—a 5th order lens with a single burner. As the tower at Sand Island is not high enough for the proper exhibition of a first class light, and if built upon could with difficulty be made to accommodate the necessary size of lantern, I would recommend that a new tower be built there, to show a first class light. I estimate for building the tower at Sand Island, Alabama, and providing it with a first class lens light, (fixed,) $20,000.

The existing light at Round Island, Mississippi, intended to indicate the position of the shoal which makes out southerly from the island, is exhibited from an old and badly built tower, which is, besides, exposed to destruction from the sea in any easterly storm. The keeper's dwelling is old, not in good order, and is also being encroached upon by the sea. I would recommend that the whole establishment be rebuilt of bricks, in a position withdrawn from the present site—the tower and dwelling to be combined, as in the plan originally proposed for East Pascagoula. I estimate for building tower and keeper's dwelling at Round Island, Mississippi, and providing it with a 5th order lens, $8,000.

The light-house at the west end of Cat Island, Mississippi, stands on a low and narrow sand spit, which was severely encroached upon by the hurricane of the 15th ultimo, and the keeper's old dwelling was destroyed. Another such storm would probably destroy the tower, and access to it at present from the keeper's new dwelling is likely to be difficult in very high tides, owing to the degradation of the spit between them by the late storm. I have to recommend that the tower be rebuilt in the edge of the wood, near the new dwelling,

where the site is higher and comparatively safe. For rebuilding tower at the west end of Cat Island, on a higher site, and providing it with a 4th order lens, $12,000.

At Pass Manchac the wooden breakwater which encloses the site has required extensive repairs, to protect it from the encroachment of the waves. The water along its front has deepened, and a considerable quantity of the embanked earth within had been washed out below the street piling. This process seems to have been arrested for the present by the repairs which have been made; but satisfied as I am that the establishment, if not swept away, will require much expenditure to preserve it any length of time, I recommend that it be rebuilt in a permanent manner. A wooden dwelling on screw piles, to show a light from its top, would be cheap and secure; but it would seem more desirable to build with bricks, on wooden piles and a grillage, combining the tower and dwelling, as proposed for Round Island. The foundation wall resting on the piles should be 3 feet thick and 8 feet high, and on this the walls of the dwelling and tower should be built. The site proposed is about 200 feet in rear of that now occupied, and is seldom overflowed. Estimate for rebuilding light-house and dwelling at Pass Manchac, Louisiana, and providing it with a 5th order lens, $10,000.

Of additional aids to navigation but few seem to be required in this district at the present time.

The coast survey is now being prosecuted at the Chandeleur Islands, and will doubtless include Breton Island, northwest of the entrance of the Pass à L'outre. It is likely that that place affords a good harbor of refuge, and if the survey show this, a light there would be of great service. Vessels running from the eastward might make that anchorage when unable to enter the Pass à L'outre, and the light mentioned would serve at the south end of the Chandeleurs a purpose similar to that of the light now building at the north end. As soon as the data procured by the survey shall be accessible, I would recommend that the board consider the expediency of erecting a light on Breton Island.

Having been directed to inquire into the necessity of building a light-house at the entrance of St. Andrew's bay, Florida, in the course of my late inspection of the district I visited that place. As the whole bay was surveyed last winter by the United States Coast Survey, the necessary and detailed information with regard to the entrance, &c., will be more properly procured from that office. The bay is deep, and offers every security for navigation. Lumber is abundant around it, and the small population is mostly engaged in its manufacture. In the year ending August 7, 1855, thirteen schooners cleared from the place, with an aggregate of 546 M. feet of lumber and 400 barrels tar. It is said, too, that a few schooners, cleared from Apalachicola, also came here, of which no account is taken. As a harbor of refuge, I judge that the place can have no value compared with St. Joseph's bay, which is near at hand, and always accessible with the lead alone.

In a commercial point of view, it seems to me that the erection of a light-house at the entrance of St. Andrew's bay would at present be premature.

I am also directed to report whether a light-house be necessary at

the Isle au Pois, La., which is believed to be opposite to Fort Wood, on the channel leading from Lake Pontchartrain to Lake Borgne. I have been informed that no commerce goes through that channel, and it is well known that the fishermen of Lake Borgne convey their produce to the city on the Mexican Gulf railroad. I am satisfied that a light is not needed at either end of the channel.

When the tower at the Pass à L'outre shall have been lighted up, the light at the N.E. Pass will be of no further service and should be dispensed with. I recommend that an act of Congress be passed for its discontinuance. The tower should be permitted to stand as a day beacon, and in the future change of channels it may possibly be of service. The dwelling is of no value. The ground might be used as a garden by the keeper of the Pass à L'outre.

Only two lens lights, one of the 5th and one of the 6th order, have been brought into use in this district. At the Head of the Passes, the one lamp of the 6th order lens replaces 3 reflector lamps, and at East Pascagoula 5 reflector lamps would probably be required to give a light equal to that of the single lamp in the 5th order lens. The saving of oil effected by the use of these lens lights seems to be about 50 per cent.

The condition of the light-houses and keepers' dwellings of this district has sensibly improved since 1853. Beaconage, buoyage and stakeage of channels was then scarcely known, but is now generally efficient.

For the gradual improvement of the lights of the district, I would recommend new lanterns, with lens lights, for several of the existing towers. Many of the old lanterns leak in stormy weather, which is to be expected from their mode of construction.

I would also respectfully represent that at the present time, and for some years to come, the light-house duties of this district cannot be performed in an efficient and economical manner without the *undivided* care and labor of an officer.

D. LEADBETTER,
Capt. Engs., Inspector 8th Light-house District.

Lieutenant T. A. JENKINS,
Secretary of Light-house Board, Washington.

APPENDIX No. 19.

GALVESTON, *September* 1, 1855.

SIR: In accordance with the annual circular from the Light-house Board, I have the honor to submit the following report on light-house service in my district:

1st. Renovations, repairs, &c., of light-houses, &c., during the year ending July 1, 1855.

The light-house at Pass Cavallo has received some considerable repairs to the apparatus, which was damaged by the September gale.

The keeper's dwelling has been moved from a dangerous position. It was afterwards a good deal injured by the gale, and has been thoroughly repaired, ceiled and painted.

A new dwelling for the keeper at Point Isabel light-house has been built, and a new structure for the beacon at Padre Island, Brazos St. Jago, to receive the 5th order lens belonging to that light.

A 4th order lens and lantern for Point de Fer light-house is on hand, but not yet put up.

The light-vessel service has been well conducted. The light-ships Galveston and Atchafalaya have been thoroughly repaired, and are now in excellent condition. The Pleasonton, at Ship Shoal, La., is in good condition and serviceable.

2d. Buoyage, beaconage and stakeage of channels. This branch of the service is well attended to. The character of the bars on this coast is such as to prohibit within certain limits any permanent buoyage; the bars of quick sand, and frequently shifting, call for constant attention to keep buoys in their places.

I have found the use of spar buoys the most satisfactory and certain. Galveston, Pass Cavallo, Aransas and Brazos St. Jago bars are buoyed in a serviceable manner, and to the satisfaction, I believe, of the marine community.

An iron beacon is in course of construction for Galveston bar.

The stakeage of Atchafalaya and Cote Blanche bays is under contract.

3d. The general condition of the different branches of the light-house service is, I believe, unexceptionable. The want of clerkly ability among some of the keepers causes some unsightly returns, but all are honest and faithful.

4th. I do not anticipate any extensive repairs or renovations during the ensuing year, except for the dwelling of the keeper of the beacon light on Padre Island. This house should be removed, so as to be nearer the beacon, and will need some repairs. It was never completely finished. The sum of $500 will cover the necessary expense.

5th. As to additional aids, I have to say, appropriations now exist for all the most necessary ones.

I would, however, recommend a beacon light at or near the head of the "Swash," abreast of "Alligator Head," in Matagorda Bay. This is recommended by Lieutenant DeHaven, United States Coast Survey, to take the place of a proposed light on or near "Gallinipper Bar," which has been deemed unnecessary; in which opinion I am sustained by Lieutenant De H. For this beacon there should be appropriated $10,000.

A small beacon at Saluria, at the mouth of the bayou, would be of great service to bay craft and steamboats. The bayou is a harbor for lighters and bay boats. The United States mail for Corpus Christi, St. Joseph's, Lamar, &c., passes through here, and in the sudden and severe northers which prevail on this coast small craft run great risk of being blown to sea from inability to find the bayou at night, and lives have been lost on several occasions in consequence.

Cost of erecting beacon, $500.

The inland channel to Corpus Christi needs permanent stakes; this and the staking of the lower part of Aransas Bay could be effected at a cost of $3,000.

7th. Vermillion Pass light has been discontinued since 1st June.

I believe by increasing the power of the light on the Atchafalaya

light-ship, the light-house at Point de Fer might be dispensed with, as soon as the light-house at Shell Keys shall be completed. A vessel bound in from the Gulf always "sights" the light at Ship Shoal; she must then steer W.N.W. to pass Racoon Point shoal in 9 feet water or mud; the shore from Last Island to Point de Fer may be approached, with soft bottom, as close as 6 feet water; soundings regular. Running for Atchafalaya Pass, a vessel could make Shell Key light, with Atchafalaya light-ship bearing N., and soon make the Atchafalaya light, running on that course. On the Point de Fer side the lead is as good a guide as a light, for in skirting that shore in two fathoms water, one cannot get into any danger, or pass the Atchafalaya Pass.

12th. The condition of lights, towers, &c., I have reason to believe, is improved since the organization of the Light-house Board. The lights are improved; the fact of their being subject to an inspection, unexpectedly and at any hour, impresses the keepers with the necessity of being cautious and particular. I found the keepers improved by finding they were likely to be visited without notice, and especially at night.

The system of buoyage, &c., has, undoubtedly, been much improved by having inspectors and engineers. Mariners find they can apply to an inspector, who is charged particularly to attend to such matters, and have prompt attention.

14th. The economy of oil and supplies will, no doubt, be greatly assisted by the substitution of lenses for reflectors; but this must be gradual.

Sites have been selected for all the light-houses appropriated for, and title obtained for most of them.

With regard to the light-house at Calcasieu river, for which there is an appropriation, I do not believe there is any necessity for a light at that point; neither at Gallinipper bar, in Matagorda bay.

The light on Half Moon reef, in the same bay, I believe is very necessary.

RECAPITULATION.

Light-house machinery at Matagorda light-house has received sundry repairs. Keeper's dwelling removed, ceiled and painted.

New dwelling for keeper of (Brazos St. Iago) Point Isabel light-house, and a structure prepared for lens apparatus of Brazos St. Iago beacon light. Light-ships Galveston and Atchafalaya have been thoroughly repaired. The Pleasanton has been supplied with new moorings, and all the light keepers supplied with boats.

Galveston, Matagorda, Aransas, and Brazos St. Iago bars have been buoyed. An iron beacon is building for Galveston bar.

The general condition of the different branches of the light-house service in this district is unexceptionable.

For new aids the following appropriations are asked, viz:

Beacon light marking Swash channel in Matagorda bay, opposite Alligator head	$10,000 00
Small beacon to mark entrance to Saluria bayou	500 00
For staking inland passage from Matagorda bay to Corpus Christi and part of Aransas bay	3,000 00

The stakeage of Atchafalaya bay is under contract.

Sites have been selected, and in most cases title procured, for light-houses for which there are existing appropriations. Plans are made, and it is expected the buildings will soon be constructed.

Experience has shown an improvement in the whole service since the organization of the Light-house Board, the management being systematic and economical.

Very respectfully,

W. H. STEVENS,

Light-house Inspector, 9th District.

Lieut. T. A. JENKINS, U. S. N.,

Secretary Light-house Board.

P. S.—Since writing the above I have been applied to concerning a light at the mouth of the Rio Grande, Texas. In relation to it I have to say I recommend a light be established there, a 4th order, or 5th order Fresnel. Cost of light-building, &c., $5,000.

A large proportion of the business that is transacted, via. the Brazos St. Iago, would be much facilitated by a light at the mouth of the river. Several steamboats run from Brazos to the Rio Grande, and some sail vessels. A large proportion of the government stores for the frontier posts go by this route.

Very respectfully, your obedient servant,

W. H. STEVENS,

Light-house Inspector.

Extract from a communication from Lieutenant W. H. Stevens, Corps of Engineers, Light-house Inspector of the 9th district, under date of October 18, 1855.

In my annual report I mentioned I thought the Point de Fer light-house might be dispensed with, by improving the light in the light-vessel. I reconsider that matter, and say we can dispense with the light-boat. The hazard of getting away from moorings is great, I find, on this coast, and great expense attends such disasters. Since my report went in a portion of the staking of the bay has been completed. The stake at the mouth of the Pass, near the light-ship berth, is a skeleton pyramid, and can be seen distinctly from the light-house at Point de Fer, making quite as good a day mark as the light-ship; and as the intricacy of the bay is such that vessels do not go in at night, I believe the light-ship might be dispensed with, and had I my discretion to use I would abolish her. She is in good condition, and could be used elsewhere.

Very respectfully submitted.

W. H. STEVENS, *Light-house Inspector.*

APPENDIX No. 20.

OFFICE TENTH LIGHT-HOUSE DISTRICT,
Buffalo, N. Y., September 29, 1855.

SIR: I have the honor to submit the following report of the progress of the works under my charge, for which special appropriations were made for the year commencing July 1, 1854:

Tibbett's Point light-house.—The rebuilding of this light was completed at the close of July, and the new light of the fourth order of Fresnel was first shown on the 1st of August, 1854.

Carlton Head light.—The appropriation for this work is combined with that of Tibbett's Point. The title deeds and searches for incumbrance are in the hands of the United States attorney of the western district of New York for examination and brief of title.

Genesee river beacon.—The work of rebuilding the beacon and securing the communication to it was completed in October, and the new apparatus, a lens of the sixth order, introduced.

* * * * * * *

Black Rock beacon, Niagara river, N. Y.—The permanent structure of stone was completed in October, and the new apparatus, a lens of the fifth order, introduced.

Green Island light-house, Lake Erie.—This structure was completed late in the month of November, too late for any useful purpose to aid navigation, and some defect in the revolving machinery prevented it being lighted with this characteristic distinction.

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Light-house Maumee bay, Ohio.—The structure entire was made in the foundry and the shop, and the parts, whether of iron or wood, carefully fitted. This limited the operations at the bay to the construction of a platform on wooden piles, for the insertion of the screw-piles, five in number, and the putting together the respective parts of the structure.

* * * * * * *

The patterns of the various parts of the structure for the screws, angle-sleeves, caps, &c., are on hand, and would be available for any similar structures in similar localities, as at the St. Clair flats, should lights be needed there.

Repairs of light-house foundations and piers at Monroe, Michigan.—The materials, lumber, &c., were collected in part, and the framing of the work commenced.

Light-house, Horse-shoe reef, Niagara river, N. Y.—The work was commenced in May at the quarry, and in the construction of the foundation crib, which was ready for launching and placing on the reef at the close of the month of June. A steam-tug and two lighters were engaged, cranes and tools purchased, &c., for the vigorous prosecution of the work at the reef.

Very respectfully, your obedient servant,

J. C. WOODRUFF,
Capt. Eng., Light-house Inspector.

Captain E. L. F. HARDCASTLE,
Corps Top. Eng., Secretary Light-house Board.

OFFICE TENTH LIGHT-HOUSE DISTRICT,
Buffalo, N. Y., September 29, 1855.

SIR: In compliance with the requirements of the circular from the office of the Light-house Board, dated May 29, 1855, I have the honor to make the following report:

1st. Small expenditures for the preservation of the keepers' dwellings and grounds connected therewith have been made at Ogdensburg and Genesee river, New York, and at Grand river, Cleveland, and Sandusky, Ohio.

The expenditures at Fort Niagara were incurred in roofing the dwelling and outbuildings, which were much damaged by a tornado.

Those for Green island were for outbuildings, the special appropriation being inadequate for the object, and for refitting the revolving machinery of the new lens apparatus. The mechanic who put up the apparatus reported the machinery defective. Repairs have been executed on the oil rooms at Crossover Island and at Tibbett's Point; on the light apparatus at Buffalo; on the towers at Erie, Pennsylvania, and Barcelona, New York, and on the beacons at Dunkirk, New York, Erie, Pennsylvania, and Grand river, Ohio.

The protection crib work covering the base of the light-house at Galloo island and the head of the island has been secured by street piling and facing.

The foundation crib on the reef off Toussaint river has been planked over, to prevent the stone filling from being washed out.

A new lantern, with diagonal sash bars, fitted with French plate-glass, was substituted for the former lantern at Cleveland beacon at the time of refitting the light with the new apparatus of the fourth order, fixed, varied with flashes.

2d. Owing to the difficulty of procuring the services of a competent person to set out buoys on the Charity shoals, Lake Ontario, and on the reefs in the St. Lawrence river, within the limits of this district, no arrangements were made until the season of navigation was quite advanced for carrying out this important aid. During the summer, however, there will be nine buoys placed. The description of buoy adopted is the "balloon" buoy, which has been successfully used by Captain J. N. Macomb on the survey of the lakes.

The channel, known as the "Emerald's" channel in the Niagara river, has been marked by three large wooden can buoys for the first time. The main channel is marked by three large iron can buoys. Thus the two channels of the river are well distinguished.

An improvement has been made in the spar buoys marking the channels on each side of Strawberry island; one of the improved buoys only has been substituted for the spar buoy, which became necessary from the strong currents of the river submerging the buoys.

At the entrance to Sandusky bay, Ohio, four large iron can buoys have been substituted for as many spar buoys—the latter being submerged during heavy northeastwardly gales. To increase the facilities at the entrance to this bay, a range light has been erected to mark the channel within the bay.

At Maumee bay four iron can buoys have been substituted for as

many spar buoys, and one of the spare spar buoys placed on the middle ground in the river abreast of Barker's mill.

The iron screw-pile beacon light at the "Elbow," constructed under a special appropriation, was completed on the 29th of June, and the light was first shown on the evening of that day.

The newly discovered "six feet spot" was marked by a large iron can buoy. Captain J. N. Macomb, topographical engineer, in charge of the survey of the lakes, being about making an experimental trip with the steamer of the survey before proceeding to the upper lake, offered the use of the steamer for placing this buoy, which was gladly accepted, both on account of his better knowledge of the locality and of the expense saved to the light-house establishment of the charter of a vessel, which otherwise would have been required for this purpose. It is proper also to state that Captain Macomb, on the same experimental trip, placed two of his "balloon" buoys; one on the reef north of the east Sister island, on the direct route of vessels between Buffalo and Toledo, and the other on the rock in the north passage on the direct route between Buffalo and Detroit, as well as between Cleveland and Detroit.

These two obstructions to navigation are in the Canadian waters, and are passed by almost the entire commerce of the lakes.

I am informed by Captain Dorr, marine inspector, that the sum of twenty-five thousand dollars would have been saved last year had there been a buoy at that time on the reef north of the east Sister island.

The beacon light at Erie, Pennsylvania, having been destroyed, together with the new apparatus of the sixth order, by being struck by a vessel entering the harbor during a gale of wind, a gallows frame, supporting a lens lantern of an arc of 225°, has been erected.

The range lights for facilitating the entrance to the channel within the bay, formerly supported by the lake marine resorting to this harbor, have been adopted, and are now supported by the light-house establishment.

3d. Light keepers manifest a willingness to discharge their duties agreeably to the instructions and directions of the light-house board. There is, however, a marked difference in the manner of executing their duties; in the cleanliness of the towers, dwellings, and premises. The most faithful and exemplary keepers are Paul Chase, William Gardiner, John Paxton, W. G. Nickles, Leonard Vaughan, William Johnson, Joseph Mackey, Jacob M. Jacobs, James Anderson, Samuel Whitney, Saxton Bigelow, and Whitney Grant.

The condition of the towers, buildings, and the grounds connected therewith, is in general good. The stucco has fallen from the towers in most cases where it has been resorted to, but it is proposed not to renew it, but to point the joints of the masonry when required, to prevent injury to the walls.

The oil butts in use hitherto are defective, the coverings not being sufficiently tight to keep out dust. These are being replaced gradually by the butts of the new pattern, of the capacity of fifty gallons, the coverings of which are air tight.

The distribution of light-house supplies in the tenth and eleventh

district is placed under the direction of this office. The supplies for Lake Ontario and river St. Lawrence are distributed by a small vessel chartered for the purpose, the master of which is charged with the duty. It has been very faithfully executed the past two years by Captain Horace Morley.

The supplies for Lakes Erie, Huron, Michigan, and Superior, are distributed by a vessel chartered for the service by the month, and are under the immediate direction of Moses Hawks, the superintendent of supplies.

4th. Detailed estimates are herewith presented for rebuilding the beacon lights at Erie, Pennsylvania, and at Huron, Ohio, and the light-house on the pier head at Black river, Ohio. The last mentioned light derives importance from the fact that it subserves the purposes both of a harbor and lake coast light, its position on the coast being thirty miles west of Cleveland light, and fifty miles east of Sandusky light. Intermediate, however, to the latter, are the small harbor lights at Vermillion river, Huron river, and at Cedar Point, the entrance to Sandusky bay.

The plan of the structure proposed for each of these lights is a cast-iron frame tower; that for Black river to be of three stories in height, making the focal plane fifty feet in height, and for each of the others of two stories, making the focal plane thirty-eight feet in height. The cost of the apparatus is included in the estimates.

The apparatus for Black river should be of the fourth order for 180°, with valve lamp and two concentric burners. Those for Erie and Huron beacons of the sixth order for 270°, with fountain lamp and one burner.

5th. The additional aids to render navigation safe and easy, that have been brought to my notice, are buoys for the Detroit river. In the main channel, two; one at the head of Fighting Island, north by east, one mile from Grassy Island light; the other near the foot of the same island, south by east, two miles below Mamajudah light. In the west channel, *six;* one near the head of Grassy Island, north-west, three-fourths of a mile from light, and five in the vicinity of Gibraltar light at the mouth of the river.

At Pointe Monillir, some ten miles from the mouth of the river, and on the route from the river to Monroe light-house, one buoy.

At Raisin Point, two miles from Monroe light-house, one buoy.

The description of buoy to be used, I would recommend Macomb's "balloon" buoy, which answers a better purpose than the spar; both are liable to be destroyed by the paddle-boxes of steamboats, but the cost is in favor of the "balloon" buoy.

I have already referred to the reefs in the Canadian waters marked by Captain Macomb by balloon buoys.

Almost the entire commercial marine of the lakes use the Canadian or north shore passage, the leading points of which are Point Abino, Long Point, and Point Pelir. At Long Point the Canadian government maintains a light. At Point Pelir it has commenced the building of a light. A light at Point Abino, with a fog signal attached, would subserve a most useful purpose, and would save annually many lives and a large amount of property.

6th. The existing lights are generally well located, and subserve the purpose for which they were intended, unless the Erie light may be excepted. It is, or should be, one of the leading lights on the south shore, but it is shut in by the island covering the harbor of Erie, and is really of use only to the eastward of the harbor over an arc of about 90°. Had it been placed on the island on the outer or lake side, it would have illuminated both eastward and westward, or over an arc of 180°.

7th. The lights at Silver Creek, Barcelona, and Port Clinton, are deemed useless, there being no harbor at the first two, and the harbor of the third cannot be entered at night by the aid of the light, nor are they necessary as lake coast lights. Dunkirk and Erie lights, with lens apparatus, should fulfil that purpose.

The light on the hill at Cleveland, Ohio, no longer subserves any useful purpose, affording no range whatever for entering the harbor, the pier head light being now fitted with a fourth order lens for 360°, fixed, varied with flashes, fulfilling all the wants of navigation at this port.

8th. Besides the economy in the consumption of oil and other supplies that has resulted from the introduction of lenses in place of the reflectors, it has awakened the interest of the keepers in the discharge of their duties, with but few exceptions. It is true some difficulty has occurred in the management of the moderator lamp by the use of sperm oil, but the apparatus is in most cases accompanied by the fountain lamp, which has always been serviceable.

9th. The number of lens lights introduced and reflectors removed, since 1852, are as follows:

Steamer's lens lanterns for 225°	6
Do. do. 112°	4
Pressed-glass lens lanterns	1
Lens of fourth order for 270°	1
Do. do. 180°	1
Lens fixed, varied by flashes, for 360°	2
Lens of fifth order, for 180°	1
Lens fixed, varied by flashes, for 270°	1
Lens of sixth order, for 270°	3
Reflector lamps removed	56

One of the sixth order lens was destroyed at Erie, Pennsylvania, and lens lanterns for 225° erected on gallows frame. The number of reflector lamps removed are 56, besides which there were at Erie beacon six cup lamps removed, showing a very inadequate light. At Grand River beacon there was a compass lamp without reflectors, consuming a large quantity of oil and giving a feeble light, for which a lens lantern for 225° was substituted. At Cleveland Pier Head there were four gas-burners without reflectors, for which there was substituted a lens of the fourth order of 360°, fixed, varied by flashes.

At Dunkirk there were three large basin lamps, consuming a quantity of oil equivalent to five of the fountain lamps, for which was substituted a lens lantern for 225°.

Before the close of the season the lights in the rivers Detroit and St. Lawrence will be refitted with the new apparatus, lenses of the 4th and 6th orders. The lanterns of the river lights, being comparatively good, need not renewing at present.

The following classification of apparatus is recommended for the lights yet to be refitted.

The 4th order lens for 270°, with valve lamp and two concentric burners, at Galloo Island, at Fort Niagara, and at Sandusky.

The 4th order lens for 180°, with valve lamp and two concentric burners, at Oswego, at Genesee river, at Buffalo, at Erie, and at Grand river.

The 4th order lens for 270°, with fountain lamp and one burner, at Turtle island and at West Sister island.

The 4th order lens for 360°, fixed, varied by flashes, with valve lamp and two burners, at Dunkirk.

The 4th order lens, flashing, with fountain lamp and one burner, at Stoney Point and at Big Sodus, in place of the present revolving lights, with ten reflectors and lamps each.

The 5th order lens for 270°, with fountain lamp and one burner, at Horse island.

The 6th order lens for 270°, with fountain lamp and one burner, at Salmon river, at Sodus beacon, and at Cedar Point beacon.

The above list does not include the 3 lenses for Beach river, 4th order for 180°, valve lamp and two burners; Erie beacon, 6th order for 270°, fountain lamp and one burner, and Huron beacon 6th order for 270°, fountain lamp and one burner. The whole number of all orders, 4th, 5th, and 6th, required for existing lights is *twenty*. For several of the above lights I had recommended in previous reports the lens of 3d order, but I am now satisfied from the experience of the use of the 4th order, and a lamp with two concentric wicks, of the sufficiency of the power of the latter for any locality in this district.

On renovating the lights above classified, new lanterns should be supplied, as the present lanterns are formed of heavy posts and sash bars with very small panes of glass of an inferior quality. The patterns of the 4th order are on hand and are available for use.

10*th*. *Table showing the per centage gained in the consumption of oil by substituting lens lamps for reflectors.—Prepared from the quarterly returns of keepers.*

Name of light-house.	Period of illumination.		No. of days.	No. of burners.		Total quantity of oil consum'd—gals		Per centage gained by use of lens.
	From—	To—		Reflector.	Lens.	Reflector.	Lens.	
Big Sodus Bay.....	Oct. 21, 1853	June 30, 1854	184	14	....	243	.....	
	Oct. 21, 1854	June 30, 1855	164	10	1	‡159		26
Tibbett's Point.....	Aug. 24, 1853	June 30, 1854	219	7	....	129.5	.....	
	Aug. 24, 1854	June 30, 1855	204	....	1	.....	42.05	65
Dunkirk	April 16, 1853	Sept. 30, 1853	168	14	....	181.5	.....	
	April 16, 1854	Sept. 30, 1854	168	8	1	‡131.5		27
	Oct. 1, 1853	Dec. 25, 1853	85	13	....	139	.....	
	Oct. 1, 1854	Dec. 25, 1854	77	8	1	‡71		42
Erie beacon, Penn....	Sept. 1, 1853	June 17, 1854	195	*7	....	39	.....	
	Sept. 1, 1854	June 17, 1855	137	....	1	.....	21.75	27
Huron beacon, Ohio..	July 1, 1853	May 30, 1854	251	7	....	194	.....	
	July 1, 1854	May 30, 1855	229	....	1	.....	43	75
Cleveland, Ohio	April 1, 1854	June 30, 1854	91	11	....	†47.000	.....	
	April 1, 1855	June 30, 1855	86	....	2	.....	†8.400	76

* Cup lamps. † Feet of gas. ‡ Gallons of oil consumed by reflector and lens.

11th. The light-house towers, dwellings and grounds are, in general, in as good condition as when taken charge of; the dwellings in many instances have been improved by lathing and plastering the walls of a part of the building, which has been essential for the health of the occupants. Precaution has been taken, also, to guard against fire in the towers and beacons where wood was used in the structure.

12th. The condition of the beaconage, buoyage, and stakeage of channels, &c., has been improved much more than any other branch of the light-house service. My attention was called at once to the insufficiency of the lights shown in the beacons, or pier-head lights, which are esteemed the most important lake lights. The pier-head lights of Cleveland and Erie have been improved by the introduction of lens of 4th and 6th orders. Genesee beacon by 6th order lens. Dunkirk beacon and Grand river beacon by large lens lanterns for 225°. All of these lights were without reflectors, except Genesee river beacon, which had one.

The beaconage and buoyage of the Niagara river has been essentially improved by the range lights for the main channel, and by marking the Emerald channel.

The substitution of iron can for spar buoys, and the erection of the inner range lights at Sandusky bay have greatly increased the facilities of entering.

The substitution of iron can for spar buoys, the marking of the shoal nearly two miles off from Turtle island light-house, and the erection of the light at the "Elbow," have rendered the channel and entrance to Maumee bay as accessible by night as by day.

Before the close of the season an important reef, about twelve miles from the head of the St. Lawrence river, and eight of the principal

reefs in the St. Lawrence river, from its head to Ogdensburg, will be marked.

13th. Having experienced a difficulty in the use of sperm oil in the moderator lamp, my attention has been called to the signal and lubricating oil manufactured by F. S. Pease, of this city. Mr. Pease requested the use of the moderator lamp of two concentric burners, and of one burner. Duplicates of each were placed by Mr. Pease in the hands of Professor Hadley, professor of chemistry in the University of Buffalo, whose report of the burning qualities of sperm and the signal oil in the lamps is herewith appended. Professor Hadley's report of the test to which the oils have been subjected is also appended.

I have also placed some of this oil in the lights at Cleveland and Green Island, where the moderator lamps only are in use.

Most favorable reports have been received from the keeper at Cleveland relative to the signal oil. No report has been received from the keeper at Green Island.

From the favorable opinion of the signal oil, as given by Professor Hadley, which is sustained also by the experience of its use in the Cleveland light, as well as by repeated trials of it myself, I feel no hesitation in recommending to the board to entertain a proposition from Mr. Pease for supplying the lights on the lakes with the signal oil.

Very respectfully, your obedient servant,

J. C. WOODRUFF,

Capt. Top. Eng'rs, Light-house Inspector.

Lieut. THORNTON A. JENKINS, *U. S. Navy,*

Capt. E. L. F. HARDCASTLE, *Corps Top. Engineers,*

Secretaries Light-house Board, Washington, D. C.

At the request of Mr. Pease, I have made a number of experiments to test the burning qualities of the *signal oil*, especially as compared with sperm when used in the mechanical (Carcel) lamp.

First, in the lamp with a single wick, (small size Carcel lamp,) it was found impossible with the best unbleached sperm oil to regulate the flame so as to compare it accurately with that given by the signal oil. The former needed constant attention and adjusting the height of the wick to prevent its smoking or going out, and in a few hours became entirely unmanageable. At the same time the lamp became intensely heated, the oil boiled and simmered in the upper part of the wick, and the wick itself, in a few hours, became converted into a crust of charcoal three times its original thickness. The signal oil, on the contrary, burned steadily and required little attention, as it was not liable to go out or become smoky ; sustained a flame of constant height by elevating the wick at long intervals of time, (several hours at first,) and did not heat the lamp as hot, or char the wick in anything like the same degree as the sperm oil. In most of the trials the cone of flame above the wick was sustained at a height of from one to two inches. In one experiment, which was continued through nineteen hours, the wick was not trimmed nor its height altered, and the cone of flame, at first one and one-quarter inch in height, increased in two hours to one and one-half inch, and then

very gradually diminished to one-half inch, when the experiment was ended by blowing out the lamp.

Partly on account of the difficulty of entirely removing the oil from the lamps, but chiefly by reason of the impossibility of regulating the flame of the sperm oil, it was found impossible to estimate with any certainty the relative quantities of the oil consumed in producing an equal amount of light.

Carcel lamps with two concentric wicks. Similar experiments were made with these, and with results not very dissimilar. In the lamps both oils burned better when the draft of air outside of the outer wick was checked; and the sperm oil was almost entirely unmanageable in them unless such a change was made in the lamps. After this, the difference in the two oils did not appear to be quite as great as in the two lamps with a single hollow wick.

GEORGE HADLEY,
Professor of Chemistry, University of Buffalo, N. Y.

BUFFALO, *June*, 1855.

NOTE.—The difference of temperature in the two lamps could be immediately seen on approaching them; but was better shown by placing a thermometer at the distance of half an inch from the chimneys and in precisely similar positions. That in the neighborhood of the lamp containing the sperm oil was then found to indicate a temperature of twenty degrees higher than the other.

G. H.

I have examined the "engine and signal oil" manufactured by Mr. F. S. Pease, in several particulars, especially as compared with the best sperm oil, with the following results:

Specific gravities.—The engine and signal oil ranks next to sperm oil, while all others are heavier.

Melting point.—Lard oil solidified into a white mass as hard as common lard at a temperature of 32° F., or the freezing point of water. The sperm oil and signal oil being exposed to a temperature of 16° below this, (16° F.,) the sperm oil finally became stiff, and at that temperature the engine and signal oil would still run.

Boiling or decomposing point.—The boiling point of the engine and signal oil is nearly identical with sperm oil, it being above the melting point of lead, 612° F.

Acid reaction.—Neither the sperm oil nor the engine and signal oil show any acid reaction.

Burning qualities.—The burning qualities of the sperm and engine and signal oils were carefully compared by burning them in tin two wicked oil lamps, constructed in every respect alike, and adjusting the wicks so that each gave exactly the same amount of light, as judged by comparison of the intensity of the shadows which they cast. The experiment was continued through fifteen hours. The wicks were not trimmed during all this time. At the close the incrustation on the wicks and the amount of oil consumed was nearly the same, the difference being in favor of the signal oil. I regard it as an admirable oil for burning.

Gumming.—I can only express an opinion founded on some of the

characters of the engine and signal oil, observed in the course of these investigations, that it is free from this difficulty.

GEORGE HADLEY,
Professor of Chemistry, University of Buffalo.

BUFFALO, *March* 6, 1855.

ERIE BEACON, PENNSYLVANIA.

To build up pier head at Erie, Pennsylvania, 28 by 33 feet, from two feet below the surface, seven feet high :

489	feet crib timbers, at 15 cents	$134 00	
894	feet long ties, at 15 cents	111 75	
30	cords stone at $8	240 00	
1,000	pounds round iron, at $95	47 50	
3	kegs spikes, at $6	18 00	
924	feet plank 3-inch oak, at $30	27 72	
55	cubic yards concrete, at $5	275 00	
11	cubic yards masonry, at $7	77 00	
	Labor and carpentry	800 00	
			$1,731 07
	To construct a two-story cast-iron tower for beacon :		
4	columns, 11½ feet long, 8 inches at neck—3,680 pounds, at 4 cents	147 20	
8	diagonal braces with turnbuckles—560 pounds, at 1½ cent	70 00	
38	feet railing, at $2	76 00	
1	pair stairs	33 00	
1	top plate 10 feet square, 5 feet well hole, 1½ inch thick—3,616 pounds, at 4 cents	144 64	
16	bolts, 18 by 1½ inches, nuts and drilling	22 00	
16	bolts, 3 by 1½ inches, nuts and drilling	14 00	
4	columns 11½ feet long, 8 inches at neck—3,680 pounds, at 4 cents	147 20	
1	top plat 9 feet square, 5 feet well hole, 1 inch thick—2,740 pounds, at 4 cents	109 60	
8	diagonal braces with turnbuckles—336 pounds, at 1½ cent	42 00	
36	feet railing, at $2	72 00	
1	pair stairs	33 00	
32	bolts, 3 by 1¼ inches, nuts and drilling	28 00	
			938 64
	Estimate for lantern:		
1	lantern roof, cast iron—600 pounds, at 5 cents	30 00	
10	sash stops, cast-iron—50 pounds, at 5 cents	2 50	
4	pairs ventillators, cast-iron—315 pounds, at 5 cents	15 75	
10	sash bars, cast-iron—281 pounds, at 5 cents	14 05	
20	stops for bars, cast-iron—177 pounds, at 5 cents	8 85	
2	lantern rings, cast iron—954 pounds, at 5 cents	47 70	
5	side ventilators, cast-iron—13 pounds, at 5 cents	65	
	Fitting ventilators	75	
770	pounds boiler iron for parapet, at 9 cents	69 30	
20	set screws, at 6 cents	1 25	
70	⅜-inch bolts and nuts, at 1½ cent	8 75	
12	½-inch bolts and nuts, at 1½ cent	1 50	
30	pins for sash stops, at 3 cents	90	
12	lights of glass, at $8	96 00	
5	small tin ventilators, at $1 50	7 50	
9	days' drilling, at $4	36 00	
35	days' vice work, at $3	105 00	
10	days' vice work, at $1 25	12 50	
10	days' lathe work, at $6	60 00	
4	days' lathe work, at $5	20 00	
			431 95
	Painting		215 00
	Superintendence and labor		900 00
	Freight, &c.		100 00
			4,316 66
	Clontingencies 10 per cent		431 66
			4,748 32
	For apparatus, 6th order, 270°, including freight and setting up		501 68
			5,250 00

HURON BEACON, OHIO.

For filling up with concrete the bay in Pier Head, harbor of Huron, Ohio, and planking Pier Head:

1,600	feet plank, 3-inch oak, at $30	$48 00	
4	kegs spikes, at $6	24 00	
14	cubic yards masonry, at $7	98 00	
90	cubic yards concrete, at $5	450 00	
	Carpentry and labor	500 00	
			$1,120 00
	For constructing a two-story cast-iron tower for beacon:		
4	columns 11½ feet long, 8 inches at neck, 3,680 lbs., at 4 cents	147 20	
8	diagonal braces, with turnbuckles, 560 lbs., at 1½ cent	70 00	
38	feet railing, at $2	76 00	
1	pair stairs	33 00	
1	top plate 10 feet square, 5 feet well-hole, 1½ inches thick, 3,616 lbs., at 4 cents	144 64	
16	bolts, (18 by 1½,) nuts, and drilling	22 00	
16	bolts, (3 by 1¼,) nuts, and drilling	14 00	
4	columns 11½ feet long, 8 inches at neck, 3,680 lbs., at 4 cents	147 20	
1	top plate 9 feet square, 5 feet well-hole, 1 inch thick, 2,740 lbs., at 4 cents	109 60	
8	diagonal braces, with turnbuckles, 336 lbs., at 1½ cent	42 00	
36	feet railing, at $2	72 00	
1	pair stairs	33 00	
32	bolts, (3 by 1¼,) nuts, and drilling	28 00	
			938 64
	Estimate for lantern:		
1	lantern roof, cast-iron, 600 lbs., at 5 cents	30 00	
10	sash tops, cast-iron, 500 lbs	2 50	
4	pairs ventilators, cast-iron, 315 lbs	15 75	
10	sash bars, cast-iron, 281 lbs	14 05	
20	stops for sash bars, cast-iron, 177 lbs	8 85	
2	lantern rings, cast-iron, 954 lbs	47 70	
5	side ventilators, cast-iron, 13 lbs	65	
	Fitting ventilators	75	
770	lbs. boiler iron for parapet, at 9 cents	69 30	
20	set screws, at 6 cents	1 25	
70	⅜-inch bolts and nuts, at 1½ cent	8 75	
12	½-inch bolts and nuts, at 1½ cent	1 50	
30	pins for sash stops, at 3 cents	90	
12	lights of glass, at $8	96 00	
5	small tin ventilators, at $1 50	7 50	
9	days' drilling, at $4	36 00	
35	days' vice work, at $3	105 00	
10	days'....do.....at $1 25	12 50	
10	days' lathe work, at $6	60 00	
4	days'..do...do..at $5	20 00	
			431 95
	Painting		215 00
	Superintendence and labor		900 00
	Freight, &c		100 00
			3,705 59
	Contingencies, at 10 per cent		370 55
			4,076 14
	For apparatus 6th order lens, 270°, including freight and setting up		503 86
			4,580 00

To build pier-head at Black river, Ohio, 35 feet square, 9 feet above the water from two feet below the surface:

1,540	feet crib timber, at 15 cents	231 00	
1,540	feet long ties, at 15 cents	231 00	
1,225	feet plank, 3-inch oak, at $30	36 75	
4	kegs spikes, at $6	24 00	
2,000	pounds round iron	95 00	

61	cords stone, at $5	$305 00	
90	cubic yards concrete, at $5	450 00	
14	cubic yards masonry, at $7	98 00	
	Carpentry and labor	900 00	
			$2,370 75

For constructing a three story cast iron tower for beacon :

4	columns, 12 feet long, 9 inches neck, 3,936 pounds, at 4 cents	157 44	
1	top plate, 12 feet square, 6 feet well hole, 1½ inches thick, 6,249 pounds, at 4 cents	249 96	
8	diagonal braces, with turnbuckles, 760 pounds, at 1½ cents	95 00	
46	feet railing, at $2	92 00	
1	pair stairs	35 00	
16	bolts, (3 by 1¼ inches,) nuts, and drilling	14 00	
16	bolts, (18 by 1½ inches,) nuts, and drilling	22 00	
4	columns, 11½ feet long, 8 inches at neck, 3,680 pounds, at 4 cents	147 20	
8	diagonal braces, with turnbuckles, 560 pounds, at 1½ cents	70 00	
38	feet railing, at $2	76 00	
1	pair stairs	33 00	
1	top plate, 10 feet square, 5 feet well hole, 1½ inches thick, 3,616 pounds, at 4 cents	144 64	
32	bolts, (3 by 1¼ inches,) nuts, and drilling	28 00	
			1,164 24
4	columns, 11½ feet long, 8 inches at neck, 3,680 pounds, at 4 cts.	147 20	
1	top plate, 9 feet square, 5 feet well hole, 1 inch thick, 2,740 pounds, at 4 cents	109 60	
8	diagonal braces, with turnbuckles, 336 pounds, at 1½ cents	42 00	
36	feet railing, at $2	72 00	
1	pair stairs	33 00	
32	bolts, (3 by 1¼ inches,) nuts, and drilling	28 00	
			431 80
	Superintendence and labor		1,100 00
	Freight, &c		100 00

Estimate for lantern :

1	lantern roof, cast iron, 600 pounds, at 5 cents	30 00	
10	sash stops, cast iron, 50 pounds, at 5 cents	2 50	
4	pair ventilators, cast iron, 315 pounds, at 5 cents	15 75	
10	sash bars, cast iron, 281 pounds, at 5 cents	14 05	
20	stops for same, cast iron, 177 pounds, at 5 cents	8 85	
2	lantern rings, cast iron, 954 pounds, at 5 cents	47 70	
5	side ventilators, cast iron, 13 pounds, at 5 cents	65	
	Fitting same	75	
770	pounds boiler iron, for parapet, at 9 cents	69 30	
20	set screws, at 6 cents	1 25	
70	⅝ inch bolts and nuts, at $1 50 per dozen	8 75	
12	½ inch bolts and nuts	1 50	
30	pins for sash stops, at 3 cents	90	
12	lights of glass, at $8	96 00	
5	small tin ventilators, at $1 50	7 50	
9	days' drilling, at $4	36 00	
35	days' vice work, at $3	105 00	
10	days' vice work, at $1 25	12 50	
10	days' lathe work, at $6	60 00	
4	days' lathe work, at $5	20 00	
	Painting	215 00	
			646 95
			5,813 74
	Contingencies 10 per cent		581 37
			6,395 11
	For apparatus 4th order lens, 180°, including freight and setting up		904 89
			7,300 00

RECAPITULATION OF ESTIMATES.

For Erie beacon	5,250 00
For Huron beacon	4,580 00
For Black river pier head light	7,300 00

APPENDIX No. 21.

DETROIT, MICHIGAN, *September* 29, 1855.

SIR: I have the honor to report the operations of the light-house service in this district during the last year.

The contractors for the new light-houses resumed their labors on the opening of navigation, and will complete, this season, the light-house buildings at Milwaukee; the mouth of Grand river; the northern outlet of Winnebago lake; Round island; Point Iroquois; Grand Island; mouth of Portage river; and Eagle river.

A postponement of the time of opening the canal around Saut Sainte Marie delayed the commencement of the works on Lake Superior, and consequently all the light-houses will not be finished within the time designated in the contract, although the work appears to have been pursued with diligence.

Five sets of illuminating apparatus and three steamer lens lanterns have been received, which have been applied as follows: At Milwaukee, a 4th order revolving lens light; at Grand river, the same; at Round island, a 5th order fixed light, varied by flashes; at the mouth of Portage river, a 5th order revolving light; at La Pointe harbor, a 4th order fixed light; at the outlet of Winnebago lake, a steamer lens lantern, and a similar one substituted for the old reflectors in the light-house at the mouth of Clinton river.

Contracts have been entered into for the construction of light-houses at Port Clinton, and Taylorsport, Illinois, and at Beaver Island harbor, Michigan.

The failure in some instances of securing a perfect title to the land, and in others of obtaining the requisite cession to the United States of the jurisdiction over the sites, has postponed the execution of contracts for building the other light-houses for which Congress has made appropriations.

Thirty new spar buoys were placed upon St. Clair Flats, nearly all of which remain up to the present time. Two spar buoys have been moored upon the bar at the entrance of the harbor of Chicago, and one renewed of those at the entrance of the Neenah river, in Green Bay.

Repairs of many of the light-houses in the district have been made, but they can only be considered as temporary, and will have to be renewed from time to time, owing to the original imperfect character of the materials and constructions of the buildings. Several will require to be rebuilt in a short time, and other aids to navigation furnished; but I have not been able to devote the time necessary for a proper examination of the localities without neglecting other duties of more immediate necessity, owing to the insufficient facilities for travelling, and to the great extent of the district.

Among the light-houses which it will be necessary to rebuild I will, however, mention that at Port du Mort. It is at present scarcely habitable, and any attempt to render it so by mere repairs would be useless. I therefore recommend that it be rebuilt upon the plan of

those last contracted for, and that an appropriation of $6,000 be asked for that purpose.

Without having made a personal examination of the locality referred to in your letter of 30th May, I am satisfied of the great utility of a light upon Traverse or Charity island in Saginaw bay. Its distance from the light-house at Ottawa Point is about eighteen miles, and an appropriation of $5,000 will cover the expense of a suitable building to contain a fifth or sixth order lens light.

Respectfully, your obedient servant,

L. SITGREAVES,
Light-house Inspector, 11th District.

Lieut. T. A. JENKINS,
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 22.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, July 11, 1855.

SIR: I have already announced to the board my arrival out here on the 30th ultimo. On the 5th instant I was enabled, through the polite attention of Lieutenant Commanding Alden, of the United States Coast Survey steamer Active, to visit the principal Farallone island, where I passed three hours, and made an examination of the light-house tower and dwelling. Of the former I enclose an elevation and sections, (marked 1,) made from measurements then taken. It is constructed, as I understand, of stone taken from the rock near at hand, with a facing of brick of one thickness; but whether in length or in breadth I did not learn. The masonry shows no crack in the wall outside, or in the plastering within, and, with the wood-work generally, appears a tolerably fair job. The principal exception to this is in the number 18 and cutting, and the size of the joints of the coping course, which is of red sand stone, twelve inches thick.

The board has already been advised of the inadequate size of the tower. I may mention here that the crown of the arch is but 12 inches through, whereas the sleeping drum calls for 19½ inches; and that the manhole through it is too small, being but 14 by 22½ inches—the latter dimension on the periphery instead of the radius. The error in the size of the tower I supposed, at first, might possibly be corrected by enlarging it sufficiently to receive the proper lantern. To ascertain the size of the lantern it has been necessary, in the absence of dimensions upon the tissue-paper copy of the details of the Hancock apparatus, &c., though the scale of proportion is mentioned, to make actual measurements of certain pieces in the store here. These showed an extreme diameter of 12 feet 2 inches, which, applied to a tower having sufficient thickness of masonry on the outside of the uprights for so exposed a site, would call for a diameter at top of 15 feet 5 inches, or 4 feet 5 inches more than the diameter of the present tower, exclusive of the projection of the coping of 2½ inches. An alteration to adapt the present tower to the proper lantern, &c., would

thus involve an increase of 2 feet 2½ inches in the thickness of the walls. This I would not hesitate to give them, did the space at the site warrant the measure. But it does not, as will be seen by the drawing already mentioned, the distance to the brink of the precipice, already so small as to endanger the safety of the keepers in their movements, if not of the tower itself, being reduced to two feet on one side and three feet on the other. The circumstances of the case thus require not only the building of another tower, but the occupation of a new site. The authority for the first measure is communicated to my predecessor, Captain Graham, by the letter of the board of the 16th of March last. The second I shall assume, particularly as it is a matter of a change of but a few feet to where the ridge, on being cut down to the level of the present site, will expose a larger surface.

I have now shown the unavailableness of the present tower, stated the reason it cannot be changed to receive a first order lighting apparatus, and made the proposition to build another tower at a new site a few feet distant. A tower having already been built on the summit of the ridge, another, however great the difficulties, may of course again be built. But it is then that the greatest difficulties are to be overcome. I might refer to the hazards of fixing a lantern and lighting apparatus of the first order on a tower at a point so exposed from the great elevation and small size, as of no ordinary character. But these operations, difficult as they may prove, would be comparatively easy to the transportation of them up the steep to the site. This, for the most part, must be done in the original packages, some of which, besides being heavy, of great length, and ungainly forms, measure as many as 36, 46, and even as high as 67 cubic feet. In the natural state of the ground, the operation would only be second to an impossible one. According to a measurement of Lieutenant Trowbridge, of the engineers, the base of the present tower is 315 feet above high water of the sea, and taking the data as well as this can be done from a sketch of the island he has kindly furnished me, the angle of the hill sides for two-thirds of this elevation, never less than 45°, rises in places to 55° and even to 65°. Few, if any, unaccustomed to the ascent, can make it by the use of the feet alone—the hands must be brought into requisition, and even then a false step might precipitate the climber, by a series of pitches, to a depth of nearly, if not quite, 200 feet. The bricks used in the present structure were transported on men's backs by fours and fives at a time, and then only for the portion of least acclivity, a windlass being employed to raise them the remainder of the height. I mention these facts to give the board some idea of the impracticable character of the ground. I send, also, with the same object, a copy of Lieutenant Trowbridge's sketch of the island, including views, as well as a view taken by the draughtsman of the office, from the Active, lying at the usual anchorage off the island. They will convince the board, I presume, as I am myself convinced, that the construction of a road of some sort to the selected site is absolutely necessary. The time, labor, and money, it will cost are serious objections, but unless made, I do not hesitate to express the opinion that the light will never be exhibited. Relying upon being sustained

by the board, I propose, then, 1, to construct such a road to the summit of the island as will insure the safe and ready transport of the lantern and lighting apparatus; 2, to build another tower, conforming in the main to the modification of the plan of the present one, as shown in tracing No. 2, sent herewith; and 3, to change the site a few feet, as already mentioned and shown in the sketch herewith, No. 3, made from memory.

I desire, before closing upon the subject of the light on the Farallone, the board should know I am of opinion that the above recited measures can be carried out only at great cost. A survey of some sort is necessary to determine the plan, and to lay out the road on the best ground, and for this purpose, as I have no officer able to perform the duty, a surveyor must be employed. There is little or no communication between the main land and the island, and the cost of getting to it may be judged of when I state, that to be landed there one day and taken off the next cost $100, the services being performed by a pilot boat which might be said to be on her usual cruising ground. I may mention also that I have had the offer of the services of a superintendent for $10 a day and his expenses paid, and this I am told may be considered as rather under the current price of this class of employees. Captain Graham tells me further that the machinist who put up the apparatus of the Point Bonita light received the same per diem. All other labor and materials for the most part are equally high. The carting, freighting, landing and securing the lantern and lighting apparatus on the island, consisting as it does of 73 cases, some very heavy, and others requiring great care in handling, will cost largely, particularly as the landing is of a very exposed character. To lessen these expenses, I shall, as a matter of duty, avail myself of every occasion. Still with every effort the cost in all cases must be large, and to those unaccustomed to the current prices on this coast will appear even more so. The disbursing officer may regret but cannot change the state of things.

I am, very respectfully, your obedient servant.

HARTMAN BACHE,
Major Top. Engs., Brevet Major.

Captain EDMUND L. F. HARDCASTLE, *Engineer*,
Secretary Light-House Board, Washington, D. C.

APPENDIX No. 23.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, July 27, 1855.

SIR: In accordance with the intention expressed in my letter of the 13th, I have the honor to forward by the same mail with this a roll containing a draft of a propeller steamer for light-house service on this coast, and an estimate herein of the cost. The following is a general description of the vessel and engines: Length 160 feet, beam 27 feet, and depth of hold 9½ feet. Tonnage, 388 tons. Poop cabin, 4½ feet under deck; extreme height, 7½ feet; 27 feet in length; to

form on occasion two cabins by sliding doors. Rig, three-masted schooner with gaff topsails; the foremast having in addition two square sails; jib set to stem; no bowsprit. Forecastle 18 feet extreme length. Windlass with pump-break and capstan, respectively forward and aft of the forecastle hatch. Length of hold, 73 feet. Two direct acting condensing engines, with 32 inches cylinders and 28 inches stroke. Propeller wheel of two blades only, so arranged as to be raised out of water when under sail without steam. Two boilers, each say 14 feet 6 inches long by 7 feet diameter. Consumption of anthracite coal about 14 tons in 24 hours steaming. The principal timbers, &c., of the hull, to give sufficient strength, should not measure less than as follows: timbers, best sea coast white oak, 8½ by 7 inches, tapering to 6 by 5 inches, one distance apart; knees and clamps to correspond; garboard streak, 5½ inches; bilge streak, 3½ inches, and planking 3 inches. Four 12 by 12 inches kelsons, extending the whole length, except the upper one, cut off forward of the engine. The skin or lining 2½ to 3 inches plank. Deck beams of Carolina pine, 10 by 8 inches, alternating with carlins 7 by 6 inches; deck plank, 3 inches. Four boats, all of which should be surf boats, two being specially designed for landing materials, &c., are, with the davits, provided for in the estimate.

I beg you to understand that in proposing a vessel as above described I am quite sensible of my deficiencies, and of the better judgment of the members of the board, particularly those of the naval service, in such matters. My object in going further than to express a conviction of the necessity of a steam vessel for light-house purposes on this coast is merely to indicate the qualities which, as a landsman, it seemed to me a vessel for the particular service in qustion should possess. These qualities should combine, 1. As small a draft of tonnage as with safety would meet the wants of the service. 2. The qualities and economy of a sailing vessel, as far as these are compatible with the use of steam as an anxiliary power.

The estimate is confined to the bare construction of the vessel, &c. The expense of sending her round here should, of course, be added to make up the gross amount required. The estimate of this expense the board can best determine, as it can also the annual cost of running such a vessel, using steam only when the wind fails, or in extreme emergency.

I cannot show better the present necessity for the services of a steam vessel on this coast for light-house purposes than to state some of the offers made on inquiries for a vessel for freighting, &c., in building at the Farallones. One schooner of about 200 tons, represented and believed to be a good vessel, with 10 men, $2,000 per month. Another from the same parties, under 100 tons, with six men, for $1,500 per month; a third about the same tonnage for $1,200 for the first month, then $1,500. One of rather less than 100 tons, with four men, 6 years old, flat bottom and sliding keel, well found in ground tackle, $800. Again, for a small schooner to take the lanterns, lenticular apparatus, and a small quantity of materials and two men to the nearest landing to the San Diego light-house, $800 was charged and refused, and the freight, &c., sent in a regular packet at $10 per

ton and present passage money for the men, with the risk of not being landed at Point Loma.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,
Maj. Top. Eng., Brevet Major.

Capt. E. L. F. HARDCASTLE, *Engineer,*
Secretary Light-house Board, Washington, D. C.

Estimate of the cost of a propeller steamer 160 *feet long,* 27 *feet beam, and* 9½ *feet hold; rig—three-masted schooner, braced with iron diagonally crossing the timbers, coppered, built of the best quality of materials in a workmanlike manner; two condensing engines,* 32-*inch cylinder and* 28 *inches stroke.*

Hull	$16,750
Joiners' work	1,650
Painting	650
Spars and blocks	600
Iron work for the same, stauncheons, &c.	575
Rigging, chandlery, &c.	700
Riggers	170
Anchors and chains	1,775
Sails and covers	700
Plumbing	250
Brass work side lights, &c.	260
Carving	50
Coppering with No. 22	3,600
Engines, boilers, and propellers	17,500
Boats and oars, &c., davits, &c.	1,500
Amount	46,730
10 per cent. for contingencies	4,673
Total amount	51,403

HARTMAN BACHE,
Brevet Major Topographical Engineers.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, July 27, 1855.

APPENDIX, No 24.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, Sept. 24, 1855.

SIR: I very respectfully recommend to the board, to be included in the deficiency bill of the next session, or in case there should not be one, in the annual estimates for the next fiscal year, the following items, to wit:

For a road from the keeper's dwelling to the light-house tower on the peak at the South Farallones - - - - - $1,500
For a road from La Plaza, San Diego Bay, to the light-house on Point Loma - - - - - - - - - - 1,500

* * * * * * * *

I am, very respectfully, your obedient servant,
HARTMAN BACHE,
Brevet Major Topographical Engineers.

Lieut. THORNTON A. JENKINS, U. S. N.,
Secretary Light-house Board, Washington, D.C.

APPENDIX No. 25.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, September 28, 1855.

SIR: I reported on the 19th that I had been down the coast as far as San Diego, and would forward by the present mail a more detailed report of the points I visited than I was then able to make. The immediate object of my journey was in reference to the measures in progress to alter and fit up the light-houses at Point Conception and Point Loma. Besides these places, I had opportunities also of seeing, but not visiting, the light-house at Point Pinos, Monterey, the site at Santa Barbara, and examining the site at San Pedro. I will now refer to them in the order of their geographical position.

Light-house at Point Pinos.—The stay of the steamer at Monterey, both going and returning, was too short to admit of my visiting this light-house. An opportunity, however, was afforded by entering and departing from the harbor, both in the day time and at night, to judge of the eligibility of the site. I regret to say the result of this cursory examination was entirely unfavorable to the point now occupied. It answers neither the condition of a coast light or a harbor light as fully as it might. Of the entire history of its present position I am not clearly informed. Common report ascribes the final selection to the contractor for building the light-house. The Coast Survey report and sketch of 1851 gives the three points *a*, *b*, and *c*, from among which to select the site, and the first, as is alleged, was chosen by them as more convenient than either of the other two, from which to obtain the stone used in building. Were the wants of navigation alone to be considered, the point *c*, an island rock, at high-water, is doubtless the best, as the light could then be seen not only closer in shore to the southward of Cypress point, distant about four miles, but also further up the harbor itself. But a construction at a position so exposed to the batter of the ocean would hardly justify the cost over one at *b*, removed little more than one-eighth of a mile back and above the high-water line. The position at point *a*, is about a quarter of a mile still further removed inland, with a consequent reduced arc of visibility. The light is soon lost sight of in approaching Monterey, due in a great measure to the interposition of trees, the light having

been built just at the edge of, if not within the woods. Whenever I have the means, by a proper survey, of determining the space from which the trees should be cut, to give full effect to the light throughout the entire arc of visibility called for by the position and elevation, I will have them removed.

Point Conception light-house.—Landed at Point Conception on the morning of the 31st ultimo. Mr. Merrill, with the workmen, materials for rebuilding the tower, and the main parts of the frame of the lantern, arrived on Monday week previous, the 20th. It required three days for the crew of the schooner, assisted by the workmen, to land the freight through the surf at the Coxo. The floors of the dwelling were already shored up, and the tower pulled down quite to the foundation; the new materials in part hauled to the site; the old materials in course of preparation for re-use, and one slope of the roof of the dwelling nearly shingled. The work had been somewhat retarded by the indisposition of one of the masons, caused by exposure to water in landing the materials. The only changes made in the plan already forwarded to the board were in removing the tower a few inches back from the centre of the building, in order to give room for opening the front door; to retain the position of the old walls of the cistern, as they are required as foundations for the walls carried up through the house, and for extending the cistern to the northwesterly corner of the cellar. Personal examination fully confirmed the report of Mr. Merrill of the character of the materials and workmanship employed in the construction. The rebuilding the tower was to commence on the 3d, with a fair prospect, considering the adverse circumstances under which the operations must be carried on, of completing the work at an early day. Among these may be mentioned the hauling of the materials, even to the sand and water used in building, over roads at points deep with sand, and of considerable acclivity, requiring the employment of four mule trains to draw even a fourth the usual load, and the absence of all labor and materials at any price, to meet a pressing emergency. Measurements were made of the dwelling. The height, also, of the site, was ascertained by plummet and level. It is 215 feet. The focal plane will be 33 feet above the ground, thus making the whole height of that plane, above high water of spring tides, 248 feet.

I left Point Conception on the morning of the 3d; a letter from Mr. Merrill of the 14th, received, of course, since my return, says: "The General Pierce arrived here on the 11th and has just finished landing her freight for this place." * * * "The freight was landed as well as it could be. Some of the boxes had to be opened on board on account of the weight of them; but I have taken all possible care that nothing should be lost or damaged." On the 19th he writes, "We have the brick work of the tower nearly up to the second floor, and are now in a condition to make pretty good progress." * * * * "The last freight was landed at the tower landing a considerable distance further from the house. I was compelled to send some thirty miles to get additional teams to do the hauling, as that part of the freight must be removed before the full of the moon, when the tide is highest and would reach it where it lies on the beach. The Spaniards

will not agree to do the work unless I will pay them down as fast as the work is done. I am therefore compelled to send to you for four hundred dollars. With this amount and what I have of my own, I can get along and pay all the hauling, my expenses," &c. Arrangements have been made with the Pacific M. S. S. company by which the fund required by Mr. Merrill will be landed at the Point, by the steamer Republic, which sails on Monday on her regular trip down the coast.

Light-house site at Santa Barbara.—As it was doubtful, from the character of the only tracing in the office on which the proposed site is marked, whether without assistance from some of the inhabitants the point selected could be found, in the uncertain stay of the steamer at Santa Barbara, an examination of the headland with that object was reluctantly relinquished. Enough of lay of the land was seen to show that the selection of the site for a light at Santa Barbara is a matter of some delicacy, inasmuch as it should subserve the double purpose, if possible, of a sea coast light and a harbor light. Since my return here I have received through the District Attorney of the United States for the southern district of California, certain resolutions of the municipal authorities of that city, proposing to convey gratis, on conditions which are named, the necessary land, not exceeding thirty acres, to the United States for the purposes of the light-house. (See letter of yesterday's date to Lieut. Thornton A. Jenkins, *Secretary, &c.*)

Light-house site at San Pedro.—Lieutenant Stevens, U. S. N., in his report upon this site, communicated by the superintendent of the coast survey under date of the 5th of February last, says: "and the elevation such, that a light sixty feet high may be seen over the adjoining land on the bays of San Pedro and San Vincent. The section of visibility of a light at that elevation is 243 degrees." * * He further says: "I have endeavored, while keeping within the requirements of the law, to designate as suitable localities such sites as would combine the purposes of a harbor light in each case with the adaptation to the general wants of commerce. I am constrained to say that, from the examination I was able to make of the ground, I do not conceive the site selected by Lieut. Stevens fulfils the conditions he lays down as well as the position marked on the tracing as 'Point,' which, protruding further out into the sea by about 1,400 feet, has consequently a larger arc of visibility. It fulfils equally well, too, the lighting of both the bays, San Vincent and San Pedro. Again, a light at the point marked 'Bluff,' if of sufficient elevation to be seen over the ground towards the west, and I think 60 feet would prove sufficient, would serve the purposes both of a seacoast light and a light for the bay of San Vincent equally well with the selected point, and for a light for the bay and anchorage of San Pedro, much better. I send for ready reference a copy of the tracing of San Pedro anchorage, on which the selected site as well as the positions 'Point,' 'Bluff,' &c., are shown."

Point Loma light-house.—Visited this light September 5th. The coping course of stone had been removed, and, after raising the tower two bricks in height, to give the domical arch sufficient thickness,

were replaced, and cramped with iron. The holes for the uprights of the lantern, and the channels for the brackets of the gallery, had been cut to receive them. The sleeping drum and iron man-hole, to replace the one of wood, deficient in size, were also set in the domical arch—the top of which was leveled off and well coated with cement. The lantern and lighting apparatus, which had reached the light-house, with slight exceptions, in perfect order, were in course of cleaning, preparatory to putting up. The dwelling is of stone, and, with the exception of the mortar, which is very bad, is quite a creditable piece of work. The tower is of brick. The mortar is not only bad, but the brick itself of such poor quality, that in places they have wasted away to a depth of a quarter of an inch to two inches. The pointing, both in the dwelling and that part of the tower exposed to the weather, is entirely gone. Directed the deficient bricks in the tower cut out and replaced by good ones, and then so much of it as rises above the roof of the dwelling, as well as the brick eaves of the latter, plastered or rough-cast with cement; also the stone work of the dwelling pointed anew. The cistern in the cellar being reported as not holding water, ordered the bottom raised by laying a pavement of brick in cement, and then coating the entire interior with the same material. The content of the cistern is but 1,240 gallons; whereas, assuming the consumption at 10 gallons a day (that is 3 gallons each for 3⅓ persons) for 270 days, there would be required 2,700 gallons, or more than twice as much. Propose to use casks for any additional water that may be required over and above the quantity the present cistern will hold, leaving the question of an additional cistern for future consideration. The water for building and household purposes has now to be brought 7½ miles. A two-mule wagon will bring a cask of 80 gallons by 12 m. The brick and cement necessary for the additional masons' work, mentioned above, have been sent down to Point Loma. Also red paint to paint the tin roof, which appears in pretty good order, and a few panes of glass to replace those broken out. The cellar is six feet high in the clear, well built and pointed, and the floor laid with tile, from an old Mexican fort near by. Five tin oil-cans were found in it, 2 feet 1 inch diameter, 3 feet 2 inches high, straight, then conical for 5 inches; the top being 1 foot 5½ inches diameter; wooden bottoms; tin of the poorest kind; flat bands; no safety-flap to cocks, no drip-pan. Very rusty, and doubtful if they will hold oil.

It should have been mentioned under the head of Point Conception light-house, that five tin oil-cans were also found at that house. The dimensions of them are 3 feet 3 inches high, by 2 feet 1 inch in diameter. The bottoms, character of the material, style of workmanship, deficiencies and condition, the same as those at Point Loma.

Mr. Franklin, in charge at Point Loma, was of opinion that he would get through in six or seven weeks; had commenced work on Monday, August 20, when he could leave Mr. Smith, his assistant, to finish, and instruct the keeper in the use of the lamp, &c. A letter from Mr. F., of the 19th, received since my return, says: * * * "I will be ready to go up to Point Conception by the 1st of October." * * "I am soldering the dome and getting it ready, so Mr. Smith *can* do the rest when I am away."

I should call your attention to the fact that, in the expectation this light would be a 1st order light, a keeper and two assistant keepers have been appointed for it.

Full measurements were made of the dwelling, tower, &c. Three views—two of the site, and one from the site—were also taken. There were likewise sea views taken of Point Conception, omitted to be noticed in the proper place. Three, or at least some of these views, will be forwarded to the board as soon as the draughtsman can be spared from other and more important work. I send now a tracing of Point Loma light-house, including the 3d order lantern; also one of Point Conception light-house, with the lantern and lens apparatus of the 1st order. By some misconception on the part of the draughtsman, the tower of the latter is not thrown back a few inches, as reported. Neither is the cistern drawn properly. A drawing with these corrections, and a few others of a trifling character, will be made on the return of the superintendent on the completion of the work, as I desire that the board should possess a correct drawing of every structure as it is finished for its archives.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,
Maj. Topographical Engineers, Bt. Maj.

Captain EDM'D L. F. HARDCASTLE, *Engineer,*
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 26.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, September 29, 1855.

SIR: I would also recommend the following appropriation, in addition to those named in my letter of the 24th.

For improving the road from the Coxo, or landing, at Point Conception to the light-house, $1,000.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,
Major Topographical Engineers, Brevet Major.

Lieutenant THORNTON A. JENKINS,
Secretary Light-house Board, Washington, D. C.

APPENDIX No. 27.

OFFICE TWELFTH LIGHT-HOUSE DISTRICT,
San Francisco, California, October 4, 1855.

SIR: I have the gratification to inform you that Mr. Denner, who came over from the Farallones last evening, reports the tower well advanced, with the frame of the lantern up.

I would advise the immediate sending out here of three lamps, each

of the Cornelius lard-lamp pattern, for the light-houses now in use and soon to be in use, say for Point Loma, Point Conception, Point Piños, Fort Point, Alcatraz Island, the Farallones, Point Bonita, Point Reyes, Humboldt harbor, and Cape Hancock—the height of the lamp being calculated for each of the orders. My attention has been called to this want from the strong probability that I shall be obliged to furnish a lamp of some kind for Point Bonita, which will be without glasses before the arrival of those now on their way. Thirty were broken there last month, and at the close of the quarter there were but 25 on hand. There must be some defect in the materials, as I am assured almost all the glasses break in cooling. The light keeper at Alcatraz lost but four during the whole quarter, and these, he says, were found broken in the service basket, where they were placed to cool when he went to clean them.

I am, very respectfully, your obedient servant,

HARTMAN BACHE,
Major Topographical Engineers, Brevet Major.

Captain EDM'D L. F. HARDCASTLE, *Engineer,*
Secretary Light-house Board, Washington, D. C.

List of light-houses, beacon-lights, and floating-lights of the United States, on the 1st November, 1855.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
	MAINE.			
1	West Quoddy Head	W. Coggins	$410 00	
		Loring L. Leavitt	250 00	
2	Little River Harbor	John McGuire	350 00	
3	Libby's Island	Matthew Kellar	400 00	
4	Moose Peak	Darius Dickey	400 00	
5	Nashe's Island	Daniel Curtis	350 00	
6	Narraguagus	Wyman Collins	350 00	
7	Petit Menan	John T. Small	500 00	
		Darius Fickett, ass't	240 00	
		Alfred Moore, ass't	240 00	
8	Prospect Harbor	S. H. Sargent	350 00	
9	Mount Desert	Rufus King	600 00	
10	Baker's Island	Joseph Bunker	350 00	
11	Bear Island	Caleb L. Goold	350 00	
12	Saddleback Ledge	Reuben Freeman	550 00	
		David Crowley, ass't	250 00	
13	Heron Neck	James Smith	350 00	
14	Eagle Island Point	R. C. Clay	350 00	
15	Pumpkin Island	J. C. Tibbets	350 00	
16	Martinicus Rock	Sam'l Burgess	450 00	
17	Whitehead	Sam'l Stackpole	410 00	
		E. R. Stackpole, ass't.	250 00	
18	Owl's Head	Joshua C. Adams	400 00	
19	Brown's Head	Howland Dyer	350 00	
20	Beauchamp's Point	Wm. McLaughlin	350 00	
21	Negro Island	Obadiah Brown	359 00	
22	Grindle's Point	Mansfield Clark	350 00	
23	Noddle's Island			Building.
24	Dice's Head	William Hutchings, jr.	350 00	
25	Fort Point	John Odom	350 00	
26	Marshall's Point	O. Prescott	350 00	
27	Manheigen Island	Thomas Orne	450 00	
		Sylvester Davis, ass't	300 00	
28	Franklin Island	Peter Williams	350 00	
29	Penmaquid Point	Samuel C. Tibbetts	350 00	
30	Burnt Island	Wm. McConn	350 00	
31	Hendrick's Head	Wm. Orn	350 00	
32	Pond Island	Thomas Spinney	450 00	
33	Seguin	N. E. Osgood	500 00	
		Boyd L. Miles, ass't	250 00	
34	Cape Elizabeth	Nathan Davis	500 00	
		Wm. D. Murray	250 00	
35	Portland Harbor	Jas. Delano	400 00	
36	Portland Breakwater	W. A. Dyer	400 00	
37	Wood Island	Nath'l Varrell	350 00	
38	Goat Island	Sam'l Grant	350 00	
39	Boone Island	Josiah Toby	600 00	
		Charles H. Toby	300 00	
		Samuel Toby	300 00	
40	Whale's Back	Reuben T. Leavitt	600 00	
	NEW HAMPSHIRE.			
41	Portsmouth harbor	Thomas Marston	350 00	
42	Isle of Shoals	Richard G. Haley	600 00	
	MASSACHUSETTS.			
43	Newburyport	Phineas George	375 00	
44	Ipswich	Thos. S. Greenwood	400 00	
45	Annis, Squam Harbor	Dominicus Pool	350 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
46	Straitmouth	Ebenezer Pool, jr	$350 00	
47	Cape Ann	James C. Parsons	450 00	
48	Eastern Point	Samuel G. Norwood	400 00	
49	Tenpound Island	David Lufkins	350 00	
50	Baker's Island	Daniel Norwood	400 00	
		A. Norwood, assist't	200 00	
51	Marblehead	Ezekiel Darling	400 00	
52	Egg Rock			Building.
53	Outer Minot			Building.
54	Narrows			Building.
55	Boston	Hugh Douglass	400 00	
		S. F. Douglass, assist't.	240 00	
56	Long Island Head	George Henchman	350 00	
57	Minot's Ledge, (light vessel)	Henry L. Studley	700 00	
58	Scituate	Alonzo Jones	400 00	
59	Plymouth	Thomas Tribble	400 00	
60	Race Point	Waterman Crocker	350 00	
		Jesse Smith, assist't	200 00	
61	Long Point	Daniel Smith	350 00	
62	Parmet Harbor	John Kenny, jr	300 00	
63	Mayo's Beach	Robert H. Holbrook	350 00	
64	Billingsgate	Elisha Cbob	400 00	
65	Sandy Neck	F. P. D. Baxter	400 00	
66	Cape Cod, (Highland Truro)	James Small	350 00	
67	Nanset Beach beacons	B. H. A. Collins	425 00	
68	Chatham	Angeline McNickerson	400 00	
69	Monomoy Point	Asa Nye	400 00	
70	Pollock Rip, (light vessel)	Samuel D. Clifford	700 00	
71	Shovelfull Shoals, (light vessel)	Lorenzo Butler	700 00	
72	Bishop and Clerks			
73	Bass River	James Chase	350 00	
74	Succonessett Shoals, (l't vessel)	Horatio N. Thayer	500 00	And one ration]
75	Nantucket, (Great Point)	Obed Bunker	450 00	
76	Sankaty Head	Alexander D. Bunker	600 00	
		H. Winslow, assist't	360 00	
77	Nantucket, near South Shoals, (light vessel.)			
78	Gay Head	Samuel Flanders	350 00	
79	Point Gammon	John Peak	350 00	
80	Hyannis	Almoras Hallett	300 00	
81	Cross Rip, (light vessel)	Charles H. Coleman	650 00	
82	Nantucket Cliff beacons	Mary Easton	300 00	
83	Brant Point	Aaron Swain	300 00	
84	Nantucket beacon	James F. Chase	300 00	
85	Cape Poge	Daniel Smith	350 00	
86	Edgartown	James Blankenship	350 00	
87	Holme's Hole, (West Chop)	Charles West	350 00	
88	Holme's Hole beacons	Moses T. Cromwell	400 00	
89	Nobique Point	Wm. Furguson, jr	350 00	
90	Tarpaulin Cove	Nathan Clifford, jr	350 00	
91	Vineyard Sound, (light vessel)	John B. Smith	650 00	
92	Sow and Pigs			Building.
93	Cuttyhunk	Corbit Chandler	350 00	
94	Dumpling Rock	Levi Smith	400 00	
95	Clark's Point	Henry M. Smith	350 00	
96	Palmer's Island	Chas. D. Tuell	350 00	
97	Ned's Point	John Bumpus	350 00	
98	Bird Island	John Clark	400 00	
99	Wing's Neck	Samuel Barlow	350 00	
	RHODE ISLAND.			
100	Brenton's Reef, (light vessel)	Josiah K. Pitnam	700 00	
101	Beaver Tail	Demaris Weeden	350 00	
102	Lime Rock	Hosea Lewis	350 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
103	Newport Harbor	John Case	$350 00	
104	Dutch Island	Benjamin Congdon	350 00	
105	Poplar Point	Abram B. Green	350 00	
106	Prudence Island	Henry Dimond	350 00	
107	Bristol Ferry	Geo. Griswold Pearse.	350 00	
108	Warwich	Stephen W. Arnold	350 00	
109	Nayat Point	Wilmouth Heath	350 00	
110	Point Judith	Conder H. Clarke	350 00	
111	Block Island	Enoch Rose	400 00	
112	Watch Hill	Nelson Brown	350 00	
113	Montauk	Silas P. Loper	350 00	
	Long Island Sound.			
114	Stonington	Luther Ripley	350 00	
115	Eel Grass Shoal, (light-vessel)	George R. Comstock	500 00	
116	Morgan's Point	Silas Spicer	350 00	
117	North Dumpling	John Baker, 3d	500 00	
118	New London	Lyman Reed	350 00	
119	Bartlett's Reef, (light-vessel)	Samuel R. Huntley	500 00	
120	Little Gull Island	William Ross	600 00	
		Shubael Bogue, assist't	300 00	
121	Gardiner's Island	Albert Edwards	400 00	
122	Plumb Island	William Boothe	350 00	
123	Cedar Island	Lyman G. Sherman	350 00	
	Connecticut river.			
124	Devil's Wharf beacon			Building.
125	Calve's Island beacon			Building.
126	Brockway's Reach beacon			Building.
127	Saybrook	James Rankin		
128	Faulkner's Island	Oliver N. Brooks	400 00	
129	New Haven, (Five-mile Point)	Merit Thompson	350 00	
130	New Haven Long Wharf	John Hood	350 00	
131	Stratford Point	Amy Buddington	300 00	
132	Stratford Point, (light-vessel)	Samuel D. Carter	350 00	
133	Bridgeport	A. A. McNeil	700 00	
		Chas H. McNeil, assist.	350 00	
134	Old Field Point	Elizabeth Smith	240 00	
135	Black Rock	Stephen T. Moore	350 00	
136	Eaton's Neck	Edward Floyd	350 00	
137	Norwalk Island	Lewis Whitlock	350 00	
138	Great Captain's Island	Charles McIntosh	350 00	
139	Execution Rocks	Joseph Brundage	350 00	
		Underhill Lockwood .. assistant	500 00	
140	Sands' Point	Benjamin Downing	300 00	
141	Throgg's Neck	Riley Sherwood	400 00	
142	Great West Bay		400 00	
143	Fire Island	Benjamin Smith		
		Willet Smith, assist	500 00	
144	Sandy Hook, (light-vessel)	James Cosgrove	250 40	
145	Highlands of Navesink	Samuel Mullen	700 00	
		Henry Summann, assist	600 00	
		James E. Mullen..do..	360 00	
		Chas. La Struble..do..	360 00	
146	Sandy Hook	Aaron Brower	600 00	
	Do.....east beacon	Samuel Elmer, assist..	360 00	
	Do.....west beacon	Cornelius Lane..do...	360 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
	New York Bay.			
	Main channel beacons—			
147	Chapel Hill beacon (back station)	John Morrison	$400 00	
148	Conover beacon, (front station.)	Mark L. Mount	400 00	
	Gedney's channel beacons—			
149	Back beacon light	Andrew Wilson	400 00	
150	Front beacon light	James Seeley	400 00	
	Swash channel beacons—			
151	Elm Tree beacon light	William Hooper	400 00	
152	New Dorp beacon light	John B. Fountain	400 00	
153	Princess Bay	Homer R. Phelps	400 00	
154	Fort Tompkins	Jacob Lockman	350 00	
155	Robbins' Reef	Charles G. Clark	600 00	
	Newark Bay.			
156	Bergen Point	Peter Girth	400 00	
157	Passaic Light	Michael P. Nerney	500 00	
158	Elbow beacon	Michael P. Nerney	500 00	
159	Set-off Point beacon	Arch. Darrah, assist't	200 00	
	Hudson River, New York.			
160	Stony Point	Alexander Rose	350 00	
161	West Point	John A. Ellis	100 00	
162	Esopus Meadows	Lorenzo D. Smalley	350 00	
163	Rondout	John Kelly	350 00	
164	Saugerties	Christopher Reed	350 00	
165	Catskill Reach	Robert Sheffer	100 00	
166	Pryme's Hook	John Horen	100 00	
167	Four-mile Point	Daniel R. McCarty	350 00	
168	Coxsackie	Henry Chapman	350 00	
169	Stuyvesant	Ann Witbeck	350 00	
170	New Baltimore	James Smith	100 00	
171	Five-hook Island			
172	Coeyman's Bar			
173	Schodack Channel			
174	Cow Island	Mrs. Thomas Hudson	100 00	
175	Van Weiss' Point	Herman Wendall	100 00	
176	Barnegat	James Fuller	400 00	
177	Tucker's Beach	George E. Burton	400 00	
178	Absecum			Building.
179	Five-fathom Bank, (light vessel)	Edward Derickson	700 00	
180	Cape May	William C. Gregory	400 00	
181	Cape Henlopen	Cornelius R. Wiltbank.	400 00	
		J. C. Wiltbank, assist't.	250 00	
182	Cape Henlopen beacon	Mitchell Scott	400 00	
	Delaware Bay.			
183	Delaware Breakwater	Selby Hitchens	550 00	
		William Cotingham	300 00	
184	Brandywine Shoal	Samuel Willoughby	500 00	
		J. F. Black, assistant	360 00	
		Charles Wilson..do	360 00	
185	Mispillion	Thomas Clark	400 00	
186	Maurice River	Peter Sander	350 00	
187	Egg Island	Geo. W. Orr	350 00	
188	Upper Middle or Cross Ledge, (light vessel.)	Wm. S. Osborne	500 00	
189	Cross Ledge			Building
190	Mahon's River	Susan Harney	450 00	
191	Cohanzey	Joseph Dane	350 00	
192	Ship John Shoal			Building

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
193	Bombay Hook	Miss M. Stuart	$450 00	
194	Reedy Island	James R. Towns	400 00	
195	Christiana	Anthony Christy	350 00	
196	Fort Mifflin	Benjamin R. Handy	400 00	
197	Assateague	David Tarr	400 00	
198	Hog Island	Richard Walter	400 00	
199	Cape Charles	Obediah Goffigan	500 00	
200	Cape Henry	Wm. Diggs	550 00	
		Louis B. Diggs, ass't	250 00	
	Hampton Roads.			
201	Willoughby Spit, (light vessel)	John W. Vaughan	500 00	
202	Old Point Comfort	Frederick W. Jett	550 00	
203	Old Point Comfort beacon	Jetson Jett	250 00	
204	Craney Island, (light vessel)	Elijah Knox	450 00	
	James River.			
205	White Shoal	William Hines	500 00	
		D M. Crumpler, ass't.	300 00	
206	Point of Shoals	Thomas L. Kendall	500 00	
		John K. Floyd, ass't	300 00	
207	Deep-water Shoals	James H. Ransom	500 00	
		Thomas Ransom, ass't.	300 00	
208	Jordan's Point	Theodoric Bland	400 00	
	Chesapeake Bay.			
209	Back River	George Cross	400 00	
210	York Spit, (light vessel)	Joel D. Ashbury	500 00	
211	New Point Comfort	E J. White	400 00	
212	Wolf Trap, (light vessel)	Fernando Hughes	500 00	
213	Windmill Point, (light vessel)	James Hinton	500 00	
214	Pungoteague	John Winder	500 00	
		Edw'd P. Colonna, ass't	300 00	
215	Watt's Island	John D. Underhill	350 00	
216	Jane's Island, (light vessel)	John Cullen	400 00	
217	Smith's Point, (light vessel)	James Treakle	500 00	
218	Smith's Point	John Pettit	400 00	
219	Fog's Point	Daniel B. Hall	400 00	
220	Clay Island	Theodore Porter	375 00	
221	Point Lookout	Pamelia Edwards	350 00	
222	Hooper's Strait, (light vessel)	Washington Slacum	500 00	
223	Cove Point	John Catterton	350 00	
224	Sharp's Island	Harriet Valliant	350 00	
225	Thomas' Point	Walter Phelps	350 00	
226	Greenbury Point	Robert Wilson	350 00	
	Patapsco River.			
227	Bodkin Point	George McCutcheon	400 00	
228	Seven Foot Knoll			
229	North Point	Elizabeth Riley	600 00	
230	Fort Carroll	Martin Kasson	400 00	
231	Lazaretto Point	William Shaw	350 00	
232	Pool's Island	James W. Stapleford	460 00	
233	Turkey Point	Elizabeth Lusby	350 00	
234	Fishing Battery	John Mahan	400 00	
235	Havre de Grace	Thomas Suter	350 00	
	Potomac River.			
236	Piney Point	Mrs. Nuthall	350 00	
237	Blakistone's Island	George Hackett	450 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
238	Lower Cedar Point, (light vessel)	Thomas Posey.....	$400 00	
239	Upper Cedar Point, (light vessel)	Thomas A. Burgess...	400 00	
240	Jones' Point	....	.....	Building.
	Rappahannock River.			
241	Bowler's Rock, (light vessel) ..	James Mothershead...	400 00	
242	Body's Island	Samuel Tillet	400 00	
243	Cape Hatteras.....	Wm. O'Neal.....	500 00	
		W. B. O'Neal, ass't ..	300 00	
	Pamlico Sound.	R. Scarborough, ass't .	300 00	
244	Ocracoke	Thomas Styron	400 00	
245	Ocracoke Channel, (light vessel)	Valentine Robinson...	500 00	
246	Beacon Island.....	J. T. Hunter.....	350 00	
247	Royal Shoal, (light vessel)	George W. Styron....	500 00	
248	Harbor Island, (light vessel) ...	Oliver Chadwick	500 00	
249	Brant Island Shoal, (light vessel)	Amos Ireland	500 00	
250	Neuse River, (light vessel)	Noah Gaskill	500 00	
251	Pamplico Point.....	Barton A. Shipp.....	400 00	
252	Nine Foot Shoal, (light vessel)	John Leffers	500 00	
253	Long Shoal, (light vessel)	Robert Robinson	500 00	
254	Roanoke Island or Croatan, (light vessel).....	William C. Etheredge.	500 00	
	Albemarle Sound.			
255	Wade's Point, (light vessel) ...	Phillip Dozier.....	500 00	
	Wade's Point, (light-house) ...	.....	.....	Building.
256	Roanoke, River (light vessel) ..	Alfred Winchell.....	500 00	
257	Cape Lookout	John R. Royall.....	400 00	
258	Bogue Bank and beacon.....	Thomas Delamar.....	400 00	
259	Federal Point.....	James S. Newton.....	400 00	
260	Frying Pan Shoals, (light vessel)	Robert B. Davis.....	1,000 00	
261	Cape Fear.....	William R. Sellar.....	400 00	
	Cape Fear River and entrance.			
262	Oak Island.....	John Price, jr.....	400 00	
		John C. Spencer, ass't.	300 00	
263	Price's Creek.....	Hanson Ruark.....	400 00	
264	Horse Shoe Shoal, (light vessel).	Wilson R. Davis.....	400 00	
265	Campbell's Island.....	Basil Jackson.....	350 00	
266	Orton's Point.....	Zachariah Jackson....	350 00	
267	Upper Jettee.....	.....	.....	Building.
268	Georgetown.....	Abel Goldfinch.....	400 00	
269	Cape Romain.....	Thaddeus C. Skrine...	450 00	
270	Bull's Bay.....	Benj. M. Smallwood..	400 00	
271	Rattlesnake Shoal, (light vessel)	Charles Grant.....	700 00	
272	Charleston.....	St. Leo Mellichamp...	600 00	
273	Charleston beacon.....			
274	Morris Island beacons	George Wood.....	450 00	
275	Fort Sumpter.....	.....	.....	Building.
276	Sullivan's Island beacons.....	P. F. Middleton.....	450 00	
277	Castle Pinckney.....	.....	.....	Building.
278	St. Helena bar, (light vessel)...	J. Peterson.....	500 00	
279	Calibouge Sound, (light vessel).	.....	.....	Building.
280	Martin's Industry, (light vessel).	John Shields.....	700 00	
281	Tybee	Edward Styles.....	533 33	
282	Tybee beacons.....			
	Savannah River.			
283	Tybee Island Knoll, (l't. vessel)	R. D. Miller.....	500 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
284	Fig Island beacon	Hugh Logan	$400 00	
285	Oyster Bed beacons	Mrs. Mary Maher	400 00	
286	Cockspur Island beacon	Assistant	300 00	
287	Sapelo	Alexander Hazzard	400 00	
288	Wolf's Island beacons	Wm. H. Rittenburg	400 00	
289	St. Simon's	John F. Carmon	400 00	
290	Little Cumberland Island	Wm. H. Spaulding	400 00	
291	Amelia Island	Horace Vaughan	400 00	
292	St. John's River	William M. Hagin	400 00	
293	St. Augustine	J. J. Andrew	400 00	
294	Cape Canaveral	Miles O. Burnham	500 00	
		Henry Wilson, ass't	360 00	
295	Jupiter Inlet			Building.
296	Cape Florida	Charles Barron	600 00	
		Nicholas Adams, ass't.	350 00	
297	Carysfort Reef	Ezra Harris	850 00	
		John Jones, ass't	300 00	
298	Coffin's Patches			Building.
299	Sand Key	Latham Brightman	500 00	
		Charles Bowman, ass't.	300 00	
		John Raney.....do..	300 00	
300	Key West	Barbara Mabrity	500 00	
301	Northwest Channel	John Walker	500 00	
		James Walker, ass't	300 00	
302	Dry Tortugas	Henry Benners	600 00	
303	Egmont	John Butler	500 00	
		Daniel Clark, ass't	300 00	
304	Cedar Keys	Jabez Delano	500 00	
305	St. Marks	John J. Allen	450 00	
306	Dog Island	William Baker	500 00	
307	St. George	Braddock Williams	450 00	
308	St. Blas			Building.
309	Pensacola	Joseph Palmes	550 00	
310	Land Island	Edward Salter	500 00	
311	Beacon No. 1	Peter Weeks, ass't	300 00	
312	Beacon No. 2			
313	Mobile Point	H. P. Wilson	500 00	
314	Beacon No. 3	Robert Jackson, ass't	300 00	
315	Beacon No. 4			
316	Choctaw Point	John Revere	500 00	
		R. Jackson, ass't	300 00	
317	Round Island	Lewis H. Fisher	500 00	
318	East Pascagoula	Celestine Dupont	400 00	
319	Ship Island	Mrs Mary R. Havens.	500 00	
		John Reed, ass't	300 00	
320	Biloxi	Mary J. Reynolds	400 00	
321	Cat Island	Raimond Cuevas	500 00	
		Iran Rodrigues, ass't.	350 00	
322	Pass Christian	Miss C. Hierne	500 00	
323	Merrill's Shell Bank, (l't vessel)	John Nelson	500 00	
324	Proctorsville beacon	Carey Watkins	180 00	
325	Pleasanton's Island	John O'Rouke	600 00	
		Jas. O'Rouke, ass't	370 00	
326	Rigolets			Building.
	Lake Pontchartrain.			
327	Bon Fouca	Vincenzo Scorsa	500 00	
328	Port Pontchartrain	Charles Fagot	500 00	
		Assistant	300 00	
329	Bayou St. John	A. B. Shelby	500 00	
331	New Canal	Israel Brull	600 00	
		R. H. Jones, ass't	300 00	
332	Tchefuncta River	William Fletcher	500 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
333	Pass Manchac	Benjamin Williams	$600 00	
		M. A. Williams	300 00	
334	Chandeleur	Benjamin F. Midyett	600 00	
335	Pas à l'outre	John Lory	600 00	
		L. Zettwoh, ass't	360 00	
336	Northeast Pass	James Christianson	600 00	
		James Davidson, ass't.	360 00	
337	South Pass	George Buell	600 00	
		Lewis Spencer, ass't	360 00	
338	Head of the Passes	Henry Hingle	600 00	
339	Southwest Pass	John Dixon	600 00	
		Jas. Crombey, ass't	360 00	
340	Barrataria Bay			Building.
341	Timbalier Bay			Building.
342	Ship Shoal, (light vessel)	William Smith	700 00	
343	Point de Fer	Elijah M. Chester	600 00	
		M. A. Ross, ass't	360 00	
344	Atchafalaya Bay, (light vessel)	John Jacobs	500 00	
345	Sabine Pass			Building.
346	Bolivar Point	Aaron Burns	600 00	
		Daniel Lloyd, ass't	240 00	
347	Galveston, (light-vessel)	C. H. Miller	700 00	
348	Half moon shoal	Gilbert Bray	500 00	
		Wm. Connor, assist't	300 00	
349	Redfish bar	John W. Lytle	500 00	
		Lewis Armin, assist't	300 00	
350	Clopper's bar	John Alfsson	400 00	
		Thos. Chubb, assist't	300 00	
351	Matagorda	J. R. McCreary	600 00	
		Henry Westerman, asst.	240 00	
352	Aransas Pass			Building.
353	Padre Island beacon	John Wells	360 00	
354	Point Isabel	J. H. B. Harn	500 00	
	Pacific coast.			
355	San Diego	James P. Keating	1,000 00	
		Geo. Talman, assist't	650 00	
		Anthony Genan..do	500 00	
356	Point Conception	George Parkinson	1,000 00	
		Jas. P. Meacham, asst.	650 00	
		John Scollan.....do.	500 00	
357	Point Pifios	Charles Layton	1,000 00	
		Isaac Hitchcock, asst.	650 00	
358	Farallones	Nerva N. Wines	1,000 00	
		John W. Wines, asst.	650 00	
		Assistant	500 00	
359	Point Boneta	Edward A. Colston	1,000 00	
		Jas. H. Adams, asst.	650 00	
360	Fort Point	B. F. Dean	1,000 00	
361	Alcatraz	Michael Kassin	1,100 00	
		John Sloan	700 00	
362	Humboldt	D. M. Pierce	1,000 00	
363	Humboldt beacon	Assistant	650 00	
364	Cape Hancock	John Boyd	1,000 00	
		Assistant	650 00	
		....do	500 00	
	Lake Champlain.			
365	Split rock	Archibald Younger	350 00	
366	Juniper Island	Joseph Emerson	350 00	
367	Cumberland head	T. B. Chamberlain	350 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Stations.	Names of keepers.	Salaries.	Remarks.
	Lake Ontario and River St. Lawrence.			
368	Ogdensburg	William Gardner	$350 00	
369	Cross over island	Samuel Whitney	350 00	
570	Sunken rock	Jacob P. Waggoner	350 00	
371	Rock island	William Johnston	350 00	
372	Carlton head			Building.
373	Tibbitt's Point	Henry Cunningham	350 00	
374	Galloo island	Kendall Hursley	400 00	
375	Horse island	Samuel McNitt	350 00	
376	Stony Point	Wiley G. Nickles	350 00	
377	Salmon river	Charles M. Lewis	350 00	
378	Oswego	Jacob M. Jacobs	400 00	
379	Big Sodus beacon	Jesse Lyman	350 00	
380	Big Sodus bay	Assistant	120 00	
381	Genesee	Luther Jeffords	350 00	
382	Genesee beacon	Samuel Phillips, asst.	240 00	
383	Niagara fort	Charles Robinson	350 00	
	Lake Erie.			
384	Black rock beacon	Arthur McMahon	120 00	
385	Horse-shoe Reef			Building.
386	Buffalo	James Anderson	350 00	
387	Cattaraugus	Josiah Haight	180 00	
388	Silver Creek	Moses Fuller	350 00	
389	Dunkirk	Jno. G. Cassily	550 00	
390	Dunkirk beacon			
391	Barcelona	Thomas Taylor	350 00	
392	Presque Isle beacon	Bennet Vaughn	400 00	
393	Presque Isle light	Jno. Graham	350 00	
394	Conneaut river	Whiting Grant	350 00	
395	Ashtabula	Saxton Bigelow	350 00	
396	Grand River	Olmstead Baker	450 00	
397	Grand River			
398	Beacon			
399	Cleveland	Paul Chase	450 00	
400	Beacon			
401	Black River	Hugh Sleator	350 00	
402	Vermillion	O. H. Allen	180 00	
403	Huron	Solomon Squire	350 00	
404	Cedar Point	Jos. Mackey	450 00	
405	Cedar Point			Building.
406	Range light			
407	Sandusky	Jared B. Keyes	350 00	
408	Sandusky beacon			Building.
409	Port Clinton	Geo Momeny	350 00	
410	Green Island	Chas. F. Drake	400 00	
411	Western Sister	H. N. Winney	350 00	
412	Maumee Bay	A. H. Cromwell	500 00	
413	Turtle Island	Isaac McCormick	400 00	
		Guy McCormick, ass't.	100 00	
414	Monroe	Jno. Paxton	350 00	
415	Gibraltar	Wm. Noland	350 00	
416	Mamajuda	Geo. Dotey	350 00	
417	Grassy Island	Jas. Moore	350 00	
	Lake St. Clair.			
418	Windmill Point	George Lafarge	350 00	
419	Clinton River	L. M. Trombly	350 00	

No. 54.—*List of light-houses, beacon-lights, &c.*—Continued.

No.	Station.	Names of keepers.	Salaries.	Remarks.
	Lake Huron.			
420	Fort Gratiot	Elihu Granger	$350 00	
421	Point aux Barques	Chancey Sheldon	350 00	
422	Saginaw Bay	Levi Clarke	350 00	
423	Ottawa Point	Sherman Wheeler	350 00	
424	Thunder Bay Island	J. J. Malden	400 00	
425	Presque Isle	L. J Metevier	350 00	
426	Bois Blanc	H. W. Granger	400 00	
427	Sheboygan	Chas. Brannack	350 00	
428	Detour	Jon. Stanart	350 00	
	Lake Michigan.			
429	Waugooschance	Augustus Todd	600 00	
		Jos. Blanchard, ass't	400 00	
430	Skillegalee	Alden Hale	400 00	
		Chas. Hale, ass't	250 00	
431	Grand Traverse	Philo Beers	350 00	
432	South Manitou	A. J. Styfield	350 00	
433	Muskegon	Alex. Wilson	450 00	
434	Grand River	Peter Vanderberg	350 00	
435	Kalamazoo	T. S. Coates	350 00	
436	St. Joseph's	B. F. Chadwick	450 00	
437	Beacon			
438	New Buffalo	R. W. Smith	350 00	
439	Beacon			
440	Michigan City	Jno. M. Clarkson	350 00	
441	Calumet	Hiram Squires	350 00	
442	Chicago	Mark Beaubien	450 00	
443	Beacon			
444	Little Fort	E. M. Dennis	350 00	
445	Southport	Jno. Duffy	350 00	
446	Root River	Isaac B. Gates	350 00	
447	Milwaukie	Andrew Sullivan	450 00	
448	Beacon			
449	Port Washington	David Tuttle	350 00	
450	Sheboygan	Godfrey Stamm	350 00	
451	Manitowoc	Wm. Backus	350 00	
452	Twin Rivers	Albert Barry	350 00	
453	Pont du Morts	Wm. Riggins	350 00	
		R. F. Riggins, ass't	240 00	
454	Bayiey's Harbor	Newton Bacon	350 00	
455	Pottawatomie	Jos. Lecuyer, sr.	350 00	
456	Tail Point	Thos. Atkinson	350 00	
457	Beaver Island	Dennis Chidester	350 00	
	Lake Superior.			
458	White Fish Point	W. C. Crampton	350 00	
459	Marquette	Harvey Moore	350 00	
460	Manitou	A. McL. Smith	400 00	
		Lydia Smith	240 00	
461	Copper Harbor	Napoleon Beedon	350 00	
462	Eagle Harbor	Jno. Griswold	350 00	
463	Ontonagon	Samuel Peck	350 00	
	Northwestern Lakes.			
464	Grand Island Harbor			Building.
465	Grand River			Building.
466	Round Island			Building.
467	Portage River			Building.
468	La Pointe			Building.
469	Point Iroquois			Building.
470	Winnebago Lake			Building.
471	Eagle River			Building.

No. 55.

REPORT ON STEAMBOAT ACT, BY WILLIAM M. GOUGE.

WASHINGTON CITY, *November* 6, 1855.

SIR: In the course of the last seven or eight months I have travelled upwards of three thousand miles, on different waters of the United States; have seen and conversed with nearly all the local inspectors of steamboats; and have attended the annual meeting of the Board of Supervising Inspectors at St. Louis.

My voyages were on twenty different boats; and I made it my business to converse freely with the pilots, engineers, captains, and other officers, in relation to the operations of the law.

Their objections to it, generally, were such as are mentioned in my report of last year, and which need not be here repeated. But it is worthy of remark, that not one of them, when the question was pressed home to him, would say that the law ought to be repealed; though many expressed a desire for modifications in its provisions, or in its mode of administration.

Some, indeed, did appear to think that any law for regulating steamboats was an unjustifiable violation of human liberty. But, surely, such are in error. If any man, in his pursuit of wealth, carelessly takes away the life of another man, either on ship or on shore, he is morally culpable, and ought to be punished. If the common carriers of goods are under heavy responsibilities, why should the common carriers of persons be totally exempt? If the pilots of sailing-vessels are subject to regulations, why should not the pilots of steamboats be so also? And if the pilots, why not also the engineers?

The different States are taking measures to make the railroad companies responsible for the lives and safety of the passengers they carry; and the capitals of many of them are so large, that fines can be imposed upon them somewhat proportionate to the amount of damage done. But the steamboat companies are but few in number that would have the pecuniary ability to make such compensation, when, by the bursting of a boiler or the conflagration of a boat, perhaps a score of persons, perhaps a hundred, are maimed in body or deprived of life.

To punish criminally in such cases is impossible; for, when such catastrophes occur, it cannot frequently be told who is most to blame, the captain, the mate, the pilot, or the engineer. In some parts of the country it is very difficult, even when deliberate murders have been committed, to bring the perpetrators thereof to condign punishment. Much more difficult would it be to convict men who, though they may have been the cause of many persons losing their lives, have been so simply through want of knowledge, want of skill, or, it may be, through momentary inattention to duty.

It is better to prevent than to punish offences; and this it is that induced Congress to pass the act, and the amendments to the act, "to

provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam."

Free competition does wonders in cheapening the price and improving the quality of commodities; and this competition should never be interfered with, excepting when, without regulation by law, injury may be done to the persons and property of others. Unrestricted competition among our steamboat men has quickened the passages of vessels, reduced the rates of fare, given beauty to the boats and their furniture, and added in various ways to the comforts of travellers. But, up to the time in which Congress interfered to diminish the evil, the competition seemed to be, not which should save, but which should destroy the most lives. The general rule was to prefer speed to safety; a rule, for the adoption of which the travelling public were quite as much to blame as steamboat owners and steamboat managers.

In most matters of buying and selling, and of negotiation between man and man, the interference of government must necessarily do harm; the watchfulness of self-interest is a much better guard against fraud and wrong, than any protection that can be afforded by the public authorities, in all cases where the purchasers are judges of the quality of commodities. But, whether the steamboats in which they take passage have or have not suitable equipments, and those in good order, is but what few are capable of judging of. So far as they are concerned, they trust their lives to blind chance.

The question is not one of dollars and cents; it is one of life and death.

In view of these and other considerations which might be mentioned, it would appear that the object of the act of Congress falls properly within the scope of good government. Yet, government may, by the manner of its interference, even in cases such as this, do more harm than good. Whether it will do so in this instance, can be positively determined only after more extensive trial of the act under consideration.

Against this law, as it stands at present, the following more particular objections may be brought:

1. That it interferes with the freedom of trade in preventing the carriage of certain articles, unless in a particular manner. But if it does so no more than is sufficient for the protection of the lives of the passengers and the crew, this is not a valid objection. Gunpowder ought not to be shipped as coffee, as is sometimes attempted to be done. Neither ought explosive burning fluids to be put on board of steamboats, without due precaution against the calamities they may occasion.

2. That boats are occasionally delayed in their voyages through the difficulty of obtaining certificates of inspection. With local and supervising inspectors remiss in their duty, this would be a serious objection. But, from everything I have been able to learn, the local and supervising inspectors do all in their power to expedite the passages of boats, working frequently after night-fall and before daybreak, in order that the boats need not be delayed in their voyages.

3. That the law creates a number of new statute offences, and

punishes men for them, by fine or otherwise, without trial by jury. But this is the case in all police courts, and the local and supervising inspectors constitute, in fact, police courts of the United States.

4. That the law gives to a small number of men the power of determining whether a great number of men shall, or shall not, earn a living for themselves and their families in the manner in which they are best qualified to earn it. The supervising or the local inspectors can suspend a pilot or an engineer for days or months in succession, and thus deprive him of an opportunity of earning a dollar by his business; or revoke his license entirely, and thus compel him, when perhaps on the down-hill of life, to seek some other employment.

This is a monstrous power; but it is a monstrous evil it is intended to avert. By some disasters on steamboats, produced by want of knowledge, want of skill, or simply want of care, we have lost more men than in some important battles. If any one will duly consider the amount of evil done through a hundred working-men losing their lives by steamboat disasters—of the number of widows thereby left to struggle alone through the world—and of the number of children thereby left without a father's care—he will see sufficient reason why strenuous exertions should be made to prevent, if possible, the recurrence of such direful calamities.

Against errors of the local boards in refusing to grant or renew licenses, or in suspending and revoking licenses, some redress is afforded in the appeals allowed to the supervising inspectors. Whether, without diminishing the efficiency of the law, something more may not be done to protect the rights of steamboat owners and steamboat officers, is a question worthy the consideration of Congress.

Under the British law, enacted with the same intent as our own, any two justices of the peace can enforce its penalties; but, at the same time, an appeal is allowed, if made within one month, to the court of quarter sessions. Thus provision is made for the trial and re-trial of all alleged violations of the law, in the immediate neighborhood in which they occur. As the United States government has neither justices of the peace, nor courts of quarter sessions, it cannot provide for this mode of proceeding. But it may, perhaps, devise some other which may make our law quite as efficient, and at the same time properly guard the rights of those who are accused of infringing its provisions.

In justice to the inspectors, I must say, that I have seen but one of the whole number who seemed disposed unduly to exercise the power which the law confers. In common with all other men, however, they are liable to errors of judgment; and would, no doubt, be glad if some tribunal or tribunals were constituted, in which their mistakes of judgment might be promptly corrected.

The utility of a law which gives so much power to some men over others, ought not to be longer matter of question. It ought clearly to appear that it does so much good as will compensate for its interference with individual action, or it ought to be repealed.

To answer this question positively at the present moment, is impossible, and for the following reasons:

1. But little more than three years have elapsed since the law was

enacted; and, owing to a variety of causes, many of the boats, in some parts of the country, could not, for months, get the prescribed equipments.

2. No satisfactory conclusion in favor of the law can be drawn from a comparison of the number of accidents *said* to have occurred before and since its passage; because we have little to depend upon for the accidents that happened before the passage of the law but newspaper reports; and the investigations made by the supervising inspectors, at their meetings at Detroit and St. Louis, show that newspaper reports of steamboat accidents are not unfrequently greatly exaggerated.

3. Admitting it could be proved that the number of accidents, in proportion to the number of passengers carried and the number of miles run, has been less since the law was passed than it was before, this would not be conclusive. It is admitted on all hands that there has been, for years past, a regular improvement in the quality of the materials used in steamboat machinery, in the construction of the machinery, and in the character of the floating population of the Mississippi and its tributaries. This improvement began before the law was passed, and would have continued if it had never been enacted.

In point of fact, the law has not been fully and fairly tried, as will appear from the following statements:

1. The whole of the Pacific coast of the United States, the part of the Union in which the services of such an officer are most wanted, if wanted anywhere, has been left practically without a supervising inspector.

2. That provision of the law which requires that "fusible alloys" shall be placed on boilers in a *suitable* manner, and so as, on their fusion, to let steam escape, has, owing to a variety of causes, not been complied with. Various opinions are entertained of the importance of this provision. By some it is believed that little dependence can be placed on fusible alloys, even when so placed as to be excluded from the pressure of steam. However this may be, the intention of Congress in passing the law will not be fulfilled till this part of it be carried into effect. Certain it is, that no one of the boats on which lives have been lost by explosions during the last three years was provided with fusible alloy, so placed as not to be exposed to the pressure of steam, and connected with a safety-valve of suitable form and dimensions.

3. It has been found difficult in many cases, and impossible in some, to collect the fines the law imposes. So far as the penalties which any law prescribes are not enforced, so far that law becomes a nullity. In cases of violations of the steamboat law, it ought to be provided, that when pilots or engineers cannot, or will not, pay the fines they have incurred, they should be suspended, for a suitable period, from the exercise of their functions. This would afford a prompt remedy.

4. Some district attorneys seem to have regarded the law, not as intended to protect the lives of passengers, but to multiply cases in the United States courts. Others, on the contrary, have unreasona-

bly delayed commencing proceedings, or conducted them in such a way as not to bring offenders to conviction. It would be well, if it were enacted that no public prosecutions under the act should be instituted unless at the instance of some one of the supervising inspectors. And it would be well, also, if something more could be done more effectually to secure the aid of the district attorneys in those cases in which their aid is really desirable.

5. The system is at present without an efficient head. The president of the board of supervising inspectors is, from the necessity of the case, little more than a moderator of debates at their annual meetings. The powers that the law confers on the Secretary of the Treasury are very limited. A body without a head is a monster: and so likewise is a body with nine heads. With the Union divided into nine districts, and the supervising inspector in each district exercising a wide discretion in regard to rules and regulations, there has been no uniformity in the operations of the act. It is only at Washington city, where the accounts are collected from all quarters, that there can be a proper supervision of the system. Whether this should be by a Supervisor General, by the Secretary of the Treasury, or by a board especially constituted for the purpose, is for the wisdom of Congress to determine.

In one collection district, no custom-house papers have been, during the last three years, issued to any steamboat, simply because no steamboat in that district could obtain a certificate of inspection. This is an irregularity which ought not to be tolerated; but the Treasury Department has no authority to correct it by any direct exercise of power.

As at present constituted, the board of supervising inspectors is an anomaly. All the other officers of government are, in some way, brought under suitable responsibility, either to the President or to the head of some department.

The disasters to which passengers on steamboats are exposed, may be classed under the four heads of steam, fire, collisions, and sinking.

To disasters from steam, public attention has been most directed. They are sometimes tremendous; but they have been greatly reduced in number, and may be further reduced. We do not know all the qualities of steam; but we know that if the machinery is of proper material and of proper construction, if the boilers be kept clean, and if there be not too much heat nor too little water, life and limb will not be endangered. Steam-power is, under prescribed conditions, completely under human control. Still we cannot hope, by any law, completely to put an end to accidents from steam, because we cannot expect but that, on some occasions, there will be neglect of duty on the part of either steamboat inspectors or steamboat officers.

More lives have of late years been lost on the western waters by fire than by steam. The law provides various appliances for extinguishing flames; but they oftentimes spread so rapidly that all the pumps, and hose, and axes, and water-buckets, prove of no avail. Considering the combustibility of our steamboats, and the combustibility of their cargoes, it is matter of astonishment that these

disasters are not more frequent. The boats are formed of the lightest wood, and this is heated by a furnace "seven times hot." The cabins are painted, with oil and spirits of turpentine, and varnished and re-varnished. The consequence is, that when a fire breaks out, it, if the wind be favorable, runs with the rapidity of a race-horse.

The hurricane or uppermost deck is protected from sparks by a concrete of paint and sand: but no pains are, as a general rule, taken to protect the wood-work of the other parts of the boat, on the Mississippi and its tributaries, by covering them with metal, or coating them with incombustible paint, with lime, or with cement, and no attempts are made to render the timbers less combustible by soaking them in solutions of salt, or alum, or anything else.

This condition of things renders constant watchfulness requisite, and constant watchfulness is exercised. A stream of water is kept flowing on the hearth beneath the furnace that heats the boilers; the passengers are prohibited from taking lights into their state-rooms; a man is employed to cook for the immigrant passengers, and a watchman is on guard all night. But with all this care, the destruction of steamboats by fire is an event of frequent occurrence, and will continue to be, till measures are taken to make them less combustible than tinder-boxes.

If any means can be devised by which the progress of the flames can be retarded for fifteen, for ten, or even five minutes, many lives may be saved, as this would give time to get out the life-boats, and put on the life-preservers. Now, sudden destruction comes upon the passengers, the officers and the crew; for the flames spread so rapidly as to render of no avail all the appliances for extinguishing fires, and all the apparatus provided for saving life.

The attention of the supervising inspectors was especially called to this subject, by a circular from the Treasury Department, and they devoted some time to its consideration at their late meeting at St. Louis; but they had no satisfactory testimony before them that the so-called "fire-proof paints" are what they are vaunted to be. If the subject does not further engage the attention of the steamboat inspectors, it ought not to be disregarded by steamboat builders. Certainly it is in human power to make steamboats less combustible than they now are; for they are now nearly as combustible as it is possible for them to be.

On a boat in which I descended the Arkansas river, the cotton took fire. This was expected; the men were prepared for it; and the fire was soon extinguished. (On some boats it is the usage to keep such cotton as is most exposed to the fire constantly wet.) When some of the fire-bricks that protected the iron casing of the furnace fell down, and a part of the casing became red-hot, water in abundance was poured thereon; but in spite of this precaution, one of the wooden stanchions took fire. This was extinguished, and the part of the stanchion most exposed to danger was temporarily covered with tin. Some time afterwards another stanchion took fire, but the men were on the watch for this; and so, after a two days' voyage, the boat reached Napoleon in safety.

If continued watchfulness were not exercised, not one boat would pass in safety from St. Louis to New Orleans. Whether the owners of boats ought to trust so much to the watchfulness of the men employed, is a question for them to consider. Gunpowder itself is safe when carefully guarded, and so also is a Mississippi steamboat. But there are moments in which the most careful relax their vigilance, and then destruction of life and property is the consequence.

The provisions of the present law, liberally construed, give the inspectors great power to take measures for the prevention of fires. But it is very difficult, on a subject like this, to adopt rules and regulations which will apply to all cases, without being oppressive in any. In relation to this matter, steamboat owners and steamboat officers ought to be "a law unto themselves." Each one can then adopt exactly such means as the peculiar circumstances of his boat and its cargo may require. When there shall be as much competition among them as to who shall have the safest boat, as there now is as to who shall have the most elegant and swiftest boat, there will be no reason for interfering with them by acts of Congress.

Recklessness in regard to fire is one of our national characteristics. In almost every town I have been in, I have seen marks of, or heard of, the terrible devastations made by fire. Our domestic architecture is light and elegant; but much of it is little better than fuel for the flames. We burn up more property annually than all other civilized nations put together. In making their boats as combustible as possible, our steamboat owners are only imitating the Congress of the United States in keeping the records of the War, the Navy, and the State Departments where they are momentarily exposed to destruction; and the great city of Philadelphia, in keeping all its titles to property where they are not much more secure than are some of the public records at Washington.

Another danger to which steamboats are exposed, is from collisions. Something has been done to prevent these by the acts of July 7, 1838, and March 3, 1849, and still more by the pilot rules and regulations adopted under the law of August 30, 1852. But more is necessary. These rules and regulations ought to embrace everything that floats, above the size of a cock-boat; not only steamships, but sailing-ships, flat-boats, and rafts. As these rules and regulations must be modified to suit the circumstances of various parts of the country, they could not be embraced in one act of Congress; but could be suitably arranged only by some board to whom Congress should delegate this power, in the same manner as the British Parliament has delegated it to the Admiralty.

Snags are another evil to which steamboats are exposed. Two snags in the Mississippi, between St. Louis and Cairo, have, it is said, caused the destruction of nine boats. If there be no power in either the Federal or the State governments to remove these snags, there certainly ought to be. During the last year, indeed, they caused no loss of life, though they caused much loss of property; but during the preceding year they caused the loss of many lives; and they are annually the cause of more loss of property on the Mississippi and its tribu-

taries than all other causes put together. The chief reason, as is said, why these instruments of obstruction have not been removed is, that whenever a bill is brought in appropriating money for this object, it is so overloaded by appropriations for other objects as to sink by its own weight. Under these circumstances it is respectfully suggested, whether it will not be proper to regard the removal of the snags as necessary fully to cary into effect the "act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam," and place the expenditure under the control of the Secretary of the Treasury. The supervising and local inspectors would, from their constant intercourse with the officers of steamboats, be able to tell where the removal of the snags was most imperatively required. A small annual appropriation, judiciously expended, would be productive of great benefit.

Besides sinking from snags, boats may sink from other causes; and it has been suggested that, in order to save the lives of passengers, steam-vessels should be constructed with water-tight compartments. The subject was before the supervising inspectors, but it was alleged that building boats in this way would interfere materially with the stowage of cargoes, and that it would be very difficult, if not impossible, to make bulk-heads perfectly water-tight in wooden-built vessels. Besides this, it was said that it would not be easy to adopt a rule which would apply to all boats, whether navigating the ocean, lakes, or rivers; and that in those branches of business where water-tight bulk-heads promise to be of most service, the owners of steam-vessels are already adopting them on their own suggestion.

It is certainly better that such improvements as are wanted in the structure of steam-vessels should be made without the intervention of law. When we recall to mind the fact that more than half of the lives that were lost on steamboats within the last year might have been saved, if a single vessel (the Arctic) had been provided with a water-tight bulk-head, the subject would appear to be one well deserving the attention of the builders and owners of steamships. Whoever engages in the business of carrying passengers, is under a moral, if not a legal responsibility, to use all reasonable means to convey them in safety to their journey's end. Where water-tight bulk-heads will be of use in this way, they ought to be made, even though it should be necessary to caulk them frequently to keep them tight, or even though they should interfere with the stowage of cargoes.

The model of a vessel to be constructed in water-tight compartments received the qualified approbation of the supervising inspectors, at their last annual meeting.

If these three things can be done—if means can be taken to make steamboats less combustible than they now are, or only to retard the progress of the flames when fires break out—if collisions can be guarded against—and if the snags can be removed from the Mississippi and its tributaries, there will then no be longer any question as to the utility of the steamboat law. The good it will then do will amply compensate for all the inconvenience to which it may subject the owners and officers of steam-vessels.

Referring you to my letter of last year, and to the report of the supervising inspectors, for other facts and remarks,

I remain, very respectfully, your obedient servant,

WM. M. GOUGE.

Hon. JAMES GUTHRIE,
Secretary of the Treasury, Washington City, D. C.

REPORT OF SUPERVISING INSPECTORS OF STEAMBOATS.

ST. LOUIS, *October* 14, 1855.

SIR: As the head of that department of the general government to which the board of supervising inspectors, intrusted with the execution of the law of Congress of August 30, 1852, commonly known as the steamboat law, is attached, we consider that at this our yearly meeting, in compliance with said law, there is special propriety in addressing to you this general report of the proceedings of the various boards, both supervising and local, for the past year; the general operation of the law, and the result flowing therefrom, whether beneficial or otherwise.

We also respectfully suggest some points which would, we think, facilitate the carrying out of the provisions of the law and tend to produce the desired result of "better security to the lives of passengers," and which may probably be effected by a supplementary act.

In respect to the operation of the law, we present a statement of the results of the past year, which we think show conclusively that it has been favorable, and the experience of the various boards in conducting these inspections shows that not only have the provisions of the law operated favorably to the preservation of life and property when accidents *have* occurred, but that defects have been disclosed by the very process of inspection, which, without such discovery, would have undoubtedly resulted in terrible accidents, involving not only loss of property, but of life.

Generally there has been a constantly decreasing opposition to the law. Its beneficial effects, not only in safety to passengers, but also to the pecuniary interest of owners of steamboat property, have been so clearly demonstrated by experience, that in many cases steam-vessels which do not come under the law have been inspected at the special request of the owners, they being satisfied that such inspection was for their interest.

That the operation of the law has, on the whole, been salutary, does not, in our opinion, admit of a doubt—not only to passengers for whose protection it was especially designed, but to both officers and proprietors.

The local boards have become much more familiar with their duties, and many doubtful cases which have occurred have been decided by action of the courts of law, so that there is now much less difficulty in carrying out the provisions of the law, and the number of contested cases is constantly decreasing.

The board of supervising inspectors have found it necessary to alter, modify, or add to their rules from time to time as experience dictated, or the occurrence of new cases required; but as their rules become thus perfected, changes or additions will become less frequent, and of decreasing importance. They are fully aware that alterations in or additions to their rules should be made with the utmost caution, and only to meet contingencies which had not been previously anticipated: it is, therefore, only done after mature deliberation, and full satisfaction of its necessity.

In modifying or adding to these rules, cases will undoubtedly occur when it may bear heavily upon individual interests. These, however, must of necessity be sacrificed to the general good.

The following table presents at one view the number of passenger steamers inspected in the several districts, and their tonnage, the number of pilots and engineers licensed, number of accidents, &c., &c. Of course, many accidents of a less important character, and which have been attended with no evil results to passengers, have occurred, but which, the inspectors not having been called upon to investigate, do not appear in this table.

We deem it proper here to remark, that a large proportion of accidents by collisions have occurred between passenger steamers and sailing-vessels, steam tug-boats, and other craft over which the law exercises no control; and could they be compelled so far to comply with the law as to show proper light and conform to the rules established for steamers passing each other, the number of these accidents would hereafter be materially reduced.

The cases of collision between passenger steamers are very rare, only nine having occurred in the whole country during the past year; and the number of these will undoubtedly be reduced as a better knowledge of the rules and regulations established by the board is acquired by steamboat officers.

Statement showing the number of steam-vessels inspected in the several districts, their tonnage, the number of pilots and engineers licensed, &c., for the year ending September 30, 1855.

Local districts.	Number of steam-vessels to which certificates have been granted.	Number of steamers reported for violation of the law.	Number of accidents, of such a character as to come within the cognizance of the law, that have occurred since last report.	Number of boilers found defective upon inspection.	Number of pilots licensed.	Number of engineers and assistants licensed.	Number of pilots and engineers to whom licenses have been refused.	Number of licenses to pilots and engineers revoked.	Amount of tonnage of steam-vessels inspected.
FIRST.									
Portland	9	.....	.....	.....	17	16	.....	.....	4,872
Boston	31	.....	1	1	40	46	1	3	15,337
New London	21	.....	.....	.....	25	28	.....	.....	9,769
SECOND.									
New York	129	2	4	4	147	395	.....	3	76,697
Philadelphia	47	2	6	.....	66	99	1	.....	17,277
THIRD.									
Baltimore	40	2	.....	1	75	69	.....	1	16,186
Norfolk*	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charleston	24	3	2	.....	27	37	.....	.....	7,550
Savannah	7	.....	.....	.....	11	11	.....	.....	1,927
FOURTH.									
New Orleans	86	.....	7	.....	302	340	.....	9	27,031
Mobile	35	4	5	9	125	66	.....	4	9,130
Galveston	11	.....	.....	.....	15	26	.....	.....	2,166
San Francisco	33	.....	1	1	3	56	.....	.....	19,714
Supervising district	14	.....	.....	.....	19	11	.....	.....	2,723
FIFTH.									
St. Louis	91	.....	3	8	336	281	27	22	32,953
Supervising inspector	13	.....	1	1	45	44	2	.....	1,757
SIXTH.									
Louisville	81	.....	2	.....	158	218	10	.....	27,466
Nashville†	39	.....	2	.....	.....	.....	.....	.....	9,571
SEVENTH.									
Pittsburg	101	.....	.....	.....	132	189	18	3	22,691
Wheeling	34	.....	1	3	81	120	5	1	6,378
Cincinnati	68	.....	8	19	265	212	7	12	21,909
EIGHTH.									
Chicago	16	.....	2	.....	38	48	.....	.....	5,847
Detroit	25	3	3	2	62	55	.....	.....	15,287
Supervising inspector	18	.....	6	1	44	28	.....	.....	2,695
NINTH.									
Buffalo	31	.....	1	.....	97	132	.....	.....	28,815
Cleveland	23	.....	1	.....	50	36	3	.....	6,903
Oswego	6	.....	.....	.....	12	12	.....	.....	5,087
Burlington	7	.....	.....	.....	14	14	.....	.....	3,121
Sandusky	2	.....	.....	.....	.....	.....	.....	.....	334

* No returns on account of epidemic. † No further reports; inspector of hulls dismissed.

It is customary with the local inspectors to report only the licenses refused to engineers and pilots who are incompetent from intemperate habits. Those refused for inexperience are not reported; hence the small number of refusals shown in the table.

The following is a brief summary from the reports of the various local boards, giving a description in detail of accidents in the different districts where loss of life has been involved, and of such character as it is the tendency of the steamboat law to prevent, or at least to ameliorate, if properly executed.

Many other accidents of less importance, which are incidental to steam navigation, have of course occurred. Those which have resulted in great pecuniary loss, we present in a tabulated form. Others, in which has resulted simply an unimportant delay, or that some portion of the machinery or vessel has been damaged or deranged, we have not noticed.

In the first supervising district there have occurred accidents involving loss of life, as follows:

On the 24th November, 1854, at about half-past seven in the evening, the steamboat Ocean came in collision with the Cunard steamer Canada, in the lower Boston harbor, by which the stoves and lights of the Ocean were upset, and the boat set on fire and burned to the water's edge. By this accident five persons (passengers upon the Ocean) lost their lives. The whole number of persons on board the Ocean, as near as could be ascertained, was from 130 to 140, of which about 100 were passengers. The comparatively small loss of life which resulted, is to be entirely attributed to the energy of the officers and crews of the steamers Boston, Forest City, and Eastern State, all passenger steamers, which were fitted in compliance with the law. The boats of these steamers were sent immediately to the aid of the Ocean, and had it not been for the assistance thus rendered, the loss of life would have been far more serious; indeed we may say, that probably but a small portion of those on board would have been saved. An investigation was had in regard to the cause of this disaster; and was, briefly, that the pilots of the Ocean did not act in accordance with pilot rules and regulations, as established by this board. Their licenses were, accordingly, revoked.

In the evening of May 20, 1855, the steamer Worcester came in collision with a schooner off New London light, by which the schooner was sunk, and two lives on board the schooner lost. The schooner was at anchor, with all sail set, and showed no light, and the first intimation the officers of the Worcester had of their proximity, was the reflection of the steamer's lights upon the sails of the schooner.

SECOND SUPERVISING DISTRICT.

In the New York bay, August 22, 1855, the steamer Thomas Haight collapsed her steam-chimney, by which one deck-hand lost his life. This man was at the time of the accident standing alongside of the boiler, below deck, and was killed by the rush of steam from the furnace doors.

This accident is one of the most inexplicable that has come to the knowledge of the inspectors, as the boiler was proved by them but a few days previous, and the evidence elicited showed conclusively that the pressure of steam at the time of the accident was less than allowed by the inspectors' certificate.

The steamer North America was run into by a sloop, on the Hudson river, the bowsprit entering one of the steam-chimneys, and a waiter on board the steamer was killed by the rush of escaping steam. The circumstances of the accident were examined into, and no blame attached to the officers of the steamer.

On the night of the 28th October last, a collision occurred between the steamer South America and a sloop; on which occasion, one man on board the sloop was drowned, by cutting away of the boats' falls. An investigation into this accident was attempted, but owing to inability to obtain the evidence of persons on board the sloop, it could not be thoroughly done. Evidence, so far as elicited, showed clearly that the sloop was manned by a crew who were unacquainted with their duty.

The steamship Arctic was wrecked at sea, September 27, 1854, by collision with the French steamer Vesta. The number of lives lost by this accident was never correctly ascertained: the circumstances attending it and the difficulty of obtaining evidence were such, that no investigation was ever attempted. The accounts of the accident published at the time were so full, that an extended description in this report appears unnecessary.

On the night of July 17, 1855, the steamer John Stevens was destroyed by fire, at the wharf at White Hill, having arrived there about eight hours previous. By this accident, two of the hands lost their lives. The origin of the fire could not be ascertained, but it was supposed to be the act of an incendiary.

The steamer General McDonald came in collision with the schooner A. G. Pease, August 4, 1855; the schooner was at anchor at the time. Eight lives were lost from the steamer, in consequence. The case is under investigation, but no decision has yet been made.

THIRD SUPERVISING DISTRICT.

There has been no loss of life on board of any passenger steamer in this district.

FOURTH SUPERVISING DISTRICT.

On the 2d day of October, 1854, the steamer Yankee Blade, on her passage from San Francisco to Panama, struck a rock off Point Conception, and was wrecked. Vessel a total loss.

By this accident, it is supposed that fifteen lives were lost: the cause of the accident reported to be, that this rock was not known to navigators and not laid down in the charts.

On the 6th October, 1854, the steamer Princess was burned at Fort Adams, on the Mississippi river, together with a cargo of 3,300 bales of cotton; by which accident fourteen lives were lost. The fire originated in the wood-rack alongside of the boilers; the boat was most fully equipped, in accordance with the requirements of the law. All the appliances for the extinguishment of fire were resorted to, but without avail. The accident has been investigated, and the result was as above stated.

The steamer Gipsey was destroyed by fire, on the night of the 7th December, 1854, about 100 miles above New Orleans; boat and cargo a total loss. There were also five lives lost by this accident.

This fire also originated in the wood-rack, while the boat was at a landing discharging cargo. The boat was fully equipped, according to law. An investigation was had, which resulted in a censure of the officers of the boat for negligence and want of energy, and failing to avail themselves of the means provided for the extinguishment of fire. Under these circumstances, the inspectors had no authority to impose any penalty.

The boiler of the steamer Pearl exploded on the 27th day of January, 1855, at Marysville, on the Sacramento river.

This accident was investigated most fully, and the decision was, that it was caused by the carelessness or recklessness of the engineer; the boat had been inspected in compliance with the law, but the engineer then in charge was not licensed, a change having been made in the engineer without the knowledge of the inspectors; the previous engineer had been licensed by them. The engineer in charge would have been prosecuted by the inspectors, but that he absconded immediately after the accident.

On the 27th day of March, 1855, the steamer Bulletin, No. 2, was destroyed by fire at Tompkins's Bend. This boat was loaded with 3,500 bales cotton; boat and cargo a total loss, amounting to $165,000. There were also lost by this accident twenty-three lives, mostly crew of the boat.

The origin of this fire was most singular, and shows clearly the necessity of great caution on board steamers loaded with such inflammable cargo. It originated in a cigar being thrown to the windward by a passenger, and which, by the high wind blowing at the time, was again driven on board among the cotton, at a point where it could not be reached before the fire was in full and uncontrolable progress. The captain of the boat reports that the inflated life-preservers with which the boat was provided proved entirely useless on this occasion, from the effect of the heat upon them. Owing to the combustible nature of the cargo, it was utterly impossible to control the fire with the means at command. The remainder of the passengers and crew (about 90) were saved by the exertions of the officers, and by means of the life and other boats and stagings with which the steamer was provided. Much credit is due to the officers for the energy and presence of mind displayed.

The steamer Magnolia Banner, loaded with cotton, was burned on the 8th July, 1855, at Baton Rouge; boat and cargo a total loss; the lives of two of the crew also lost.

An investigation was had, which resulted only in ascertaining that the fire originated among the cotton, but in what way could not be determined.

FIFTH SUPERVISING DISTRICT.

On board the steamer Thomas P. Ray, on the 20th December, 1854, the cross-connecting water-pipe was burst while ascending the White

river, by which accident five deck passengers lost their lives. An investigation was had, and it was ascertained that the pipe had become injured by an unobserved oxidation, and gave way from actual weakness. Under these circumstances no penalty was imposed upon the engineer.

On the 7th April, 1855, the steamer Reindeer, while ascending the Mississippi river just above St. Louis, collapsed a flue, by which accident one of the crew lost his life; the license of this boat expired on the day succeeding the accident. An investigation was made into the cause of the disaster, and it was decided to be weakness of the flue resulting from gradual wear. No blame could attach to the engineer, and no penalty was therefore inflicted. This was the third accident which had occurred to the boilers of this boat, and upon thorough examination the whole were condemned and new boilers ordered.

The steamers R. H. Lee and Ocean Wave, on the 23d April, 1855, came in collision near the mouth of the Illinois river, which caused the loss of two lives of the crew of the former. An investigation was had, and resulted in the suspension of the pilot, captain, and owner (one person) of the former vessel.

Steamers Lazear and Luella, both passenger steamers, came in collision on the White river, the 17th September, 1855, by which accident two of the crew of the Lazear were lost. An investigation has been instituted, but no decision yet made.

SIXTH SUPERVISING DISTRICT.

On the 30th day of June last, at about three o'clock in the morning, while under way the boilers of the steamer Lexington exploded, when near Stephensport, on the Ohio river, by which disaster thirty lives were lost, about one-half the number being of the crew, and the remainder passengers. The boat took fire from the explosion, then upset and sank.

The engineer on watch was killed, and the cause of the disaster is not yet known, as no portion of the boilers and machinery has been raised, and no sufficient testimony could be elicited to warrant a decision. It is, however, supposed, from the circumstances of the case, and the testimony which was obtained, that the cause was an inadequate supply of water in the boilers.

At the time of the accident the boat was on her passage from St. Louis to Louisville, and was inspected and registered at the former place.

SEVENTH SUPERVISING DISTRICT.

The steamers Kentucky Home and Telegraph No. 3 came in collision on the 30th July last, at Sugar Creek Bend, on the Ohio river, by which accident the Kentcky Home was sunk and became a total loss. Three of the crew of the Kentucky Home also lost their lives.

An investigation has been made into the cause of the accident. It was decided to be a misunderstanding of the signals and an infraction of the pilot rules on the part of the pilot of the Kentucky Home; his license was, therefore, suspended.

On the 31st of July, 1855, the steam-pipe of steamer Lancaster No. 3 burst, and caused loss of life to five of the crew. An examination was made into the cause of the accident, and decided that there had been imperfect workmanship in the manufacture of the pipe.

On the 27th of September last, the steamers Golden Gate and Ohio came into collision on the Ohio river, about twenty-six miles below Cincinnati, causing loss of life to three of the crew. An investigation has been commenced, but is not yet completed.

EIGHTH SUPERVISING DISTRICT.

The steamer E. K. Collins was destroyed by fire on Detroit river, near Amherstburgh, on the night of the 8th October, 1854, by which casualty it is supposed that twenty-three lives were lost.

The fire was discovered about one hour after the boat had left the dock at Detroit.

An investigation was made into the cause of this distressing accident, and the examining board came to the conclusion that the boat was well and thoroughly fitted according to law, and that no blame could attach to either officers or owners of the ill-fated vessel. No satisfactory information as to the immediate cause of the fire could be obtained, and its origin was, and is still unknown, and, in all probability, will ever remain a mystery.

The circumstances attending the accident were set forth by witnesses, as follows:

The fire was first discovered by Mr. Rust, the engineer of the steamer. He states that he was within ten feet of the point where it first broke out, and that, to the best of his belief, the watchman was at his post or on his beat, near where he (Mr. Rust) stood.

He also states that the alarm was immediately given by the watchman and himself, and that the fire, when first discovered, was proceeding from over the starboard boiler, on the main deck.

At that time a slight explosion was both heard and felt; the pumps and fire-engine were directly manned, but they were of little service, as the fire spread with such rapidity, and its heat was so intense, that the men were driven from the brakes.

The steamer was immediately headed for the Canada shore, and after running about eighty rods was grounded just below Amherstburgh. At this time all communication between the forward and after parts of the vessel was entirely cut off by the fire.

After the steamer struck, most of the persons on board left the vessel and attempted to save themselves by making for the shore, which was but a short distance off. Nearly all those saved were saved by the life-preservers, with which the steamer was provided.

This unfortunate vessel was nearly new, and was a superior vessel of her class in every respect, and was fitted in compliance with the law, in a manner not inferior to any steamer on the northern lakes.

Immediately after the accident, rumors were industriously circulated that this steamer was on fire before she left Detroit, and that, as she passed the docks at Amherstburgh, she was hailed by persons on shore, who saw the flames; but a careful and thorough tracing of

these rumors satisfied the inspectors that they were entirely false and without foundation.

On the 19th of April, 1855, a collision occurred between the steamers War Eagle and Berlin, near Dubuque, on the upper Mississippi—the latter an unlicensed freight steamer—by which one of the crew of the former lost his life.

This accident was caused by improper management on the part of the officers of the Berlin, therefore no penalty was imposed upon any officer of the War Eagle.

The boiler of the steamer Oregon exploded on Detroit river, just above the city of Detroit, on the 20th April last, causing loss of life to seven of the passengers and five of the crew.

An investigation was had into the cause of this disaster; but as both the first and second engineers were killed, no very satisfactory information could be obtained.

From such information as could be elicited, the board came to the conclusion that it was caused by a failure of the supply-pumps, and consequent want of water in the boiler.

NINTH SUPERVISING DISTRICT.

A collision occurred on the evening of the 4th of June last, between the steamer Queen of the West and a sloop on Lake Erie, near Buffalo, by which the sloop was sunk and became a total loss; one person drowned.

The investigation proved conclusively that no light was shown by the sloop, and she was not seen by the officers of the steamer until too late to avoid the collision.

On the 7th of July, 1855, an explosion of the boiler of the steamer J. W. Brooks occurred on Lake Erie, off Ashtabula, by which three of the crew lost their lives. The investigation by the local inspectors showed that the pressure of steam at the time of the accident was less than allowed by the certificate; that the water was at the proper height.

The board decided that the accident was caused by some latent defect in the braces of the crown of the furnace, that portion of the boiler having given way.

We present, in a tabulated form, the accidents to passenger steamers already described, in which loss of life has occurred:

Statement of accidents to licensed steamers, involving loss of life, for the year ending September 30, 1855.

Local districts.	Date.	Character of accident.	Collision of licensed steamers with			Crew list.	Passenger list.	Loss.	Remarks.
			Licensed.	Unlicensed.	Sail vessels.				
Boston	Nov. 24, 1854	Collision		Yes			5	$20,000	Collision of steamer Ocean with Cunard steamer Canada.
Do	May 20, 1855	do			Yes			75	Collision of steamer Worcester with a schooner; two lives lost on schooner.
New York	Aug. 25, 1854	Collapse of chimney				1			Thomas Haight.
Do		Collision			Yes	1			Collision of steamer South America with sloop.
Do	Oct. 28, 1854	do			Yes	1			do do do do.
Philadelphia	July 17, 1855	Fire				2			Steamer John L Stevens, burned at White Hill.
Do	Aug. 4, 1855	Collision			Yes		8		Steamer General McDonald came in collision with a schooner.
California	Oct. 2, 1854	Wrecked					15	150,000	Steamer Yankee Blade struck a rock.
New Orleans	Oct. 6, 1854	Fire				13	1	207,000	Steamer Princess, burned.
Do	Dec. 7, 1854	do					5	28,000	Steamer Gipsey.
California	Jan. 27, 1855	Explosion					80	20,000	Steamer Pearl exploded boiler; eighty lives lost, a part of which were of the crew.
New Orleans	March 27, 1855	Fire				16	7	165,000	Steamer Bulletin No. 2, burned.
Do	July 8, 1855	do				2		66,000	Steamer Magnolia Banner, burned.
St. Louis	Dec. 20, 1854	Steam					5	200	Steamer Thomas P. Ray burst stand-pipe.
Do	April 7, 1855	Collapse				1		2,500	Steamer Reindeer collapsed a flue.
Do	April 23, 1855	Collision	Yes			2		5,000	Collision between R. H. Lee and Ocean Wave.
Do	Sept. 17, 1855	do	Yes			2		500	Collision between steamers Lezear and Luella.
Louisville	June 30, 1855	Explosion				15	15	40,000	Steamer Lexington exploded her boilers.
Cincinnati	July 30, 1855	Collision	Yes			3		47,000	Steamers Kentucky Home and Telegraph No. 3 came in collision.
Do	July 31, 1855	Steam				5		200	Steamer Lancaster, No. 3, burst her steam-pipe.

Do	Sept.	27, 1855	Collision	Yes			3		500	Steamers Golden Gate and Ohio came in collision.
Detroit	Oct.	8, 1854	Fire				14	9	50,000	Steamer E. K. Collins, burned.
Do	April	20, 1855	Explosion				5	7	60,000	Steamer Oregon exploded her boiler.
Do	April	19, 1855	Collision		Yes		1		2,000	Steamers War Eagle and Berlin came in collison.
Buffalo	June	4, 1855	....do			Yes	1			Steamer Queen of the West came in collision with a sloop.
Do	July	7, 1855	Explosion				3		8,000	Steamer L. W. Brooks exploded her boiler.
										Collision at sea.
	Sept.	27, 1854	Collision		Yes		96	211		Collision of steamer Arctic with French steamer Vesta. This accident was one of an extraordinary character, both in its cause and results, and not having occurred within the waters of the United States, has not been embraced in the body of the table.
										Foundering.
	Nov.	12, 1854	Foundering				8	2		Steamer Bucephalus foundered on Lake Huron.
	Dec.	2, 1854					12	5		Steamer Westmoreland foundered in a gale on Lake Michigan.
	Sept.	21, 1855					6			Steamer Sevastopol driven ashore and sunk.

The following table presents at one view all other accidents which have occurred to passenger steamers inspected under the law, in which there has been pecuniary loss, but no loss of life:

Statement of accidents to licensed steamers, not involving loss of life, for the year ending September 30, 1855.

Local districts.	Date.	Character of accident.	Collision of licensed steamers with			Loss.	Remarks.
			Licensed.	Unlicensed.	Sail vessels		
FIRST.							
Portland							
Boston	January 8	Collision			Yes		Between State of Maine and unknown schooner, in Long Island sound, in the night.
Do	June 10	do			Yes	$13,000	Between Propeller Potumpska and schooner; thick fog; schooner sunk.
New London	July 25	Wrecked				10,000	Steamer Clifton, wrecked near Rocky Point during a gale.
Do	July 26	Collision			Yes	450	Between steamer Hartford and schooner; thick fog, in Long Island sound.
Do	August 15	do			Yes		Between steamer Granite State and schooner; thick fog, in Connecticut river.
SECOND.							
New York	August 16	Fire					Steamer May Queen burnt in Raritan bay, and entirely destroyed; sparks caught under deck.
Do		Collision		Yes			Between steamer Eagle and ferry-boat Sylph, in New York bay during a fog; Eagle was run into and sunk.
Do		do			Yes		Steamer Armenia was run into by a sloop on the Hudson river.
Philadelphia	September 21	do		Yes			Steamer John Griffith run into by a tug-boat.
Do	September 28	do		Yes			Steamer Fashion run into by the ferry-boat Merchant.

THIRD.								
Baltimore.	October	16	....do.....	.....	.....	Yes..	.....	Steamer Virginia ran into schooner Lovely Harrison; schooner showed no lights.
Do....	November	15	....do.....	.....	.....	Yes..	.....	Steamer Patuxent ran into schooner Richard Sands; schooner showed no lights.
Do....	August	17	Wrecked.....	.....	.....	.....	9,000	Steamer Planter ran into Fort Sollers and sunk; at night.
Washing'n, D. C	November	18	Collision.....	Yes..	.....	.....	.....	Steamer George Washington came in collision with the George Page; carelessness of the pilot of the Page.
Do....	January	19	....do.....	Yes..	.....	.....	.....	Steamer George Page came in collision with the Thomas Collier; accidental.
Charleston	March	31	Collision.....	.....	.....	Yes..	.....	Steamer James Adger ran into and sunk a brig; brig showed no lights.
FOURTH.								
New Orleans ..	January	14	Fire.....	.....	.....	.....	85,000	Steamer Garden City burned at Yellow Bend; caused by accident.
Do....	April	13	..do.....	.....	.....	.....	96,400	Steamer Afton burned on the Yazoo river; caught from sparks while under way.
Do....	April	25	..do.....	.....	.....	.....	5,000	Steamer Falcon burned at the levee; accidental.
Mobile.....	February	21	..do.....	.....	.....	.....	3,600	Steamer William Jones; damage of cargo by fire.
Do..... ..	May	12	..do.....	.....	.....	.....	40,000	Steamer Helen burned in Mobile bay.
San Francisco..	.....	.....	Fire.....	.....	.....	.....	.....	Steamer America burned at Crescent City; supposed cause, incendiary.
FIFTH.								
St. Louis.....	January	31	Collision...	Yes..	.....	.....	6,500	Steamer Obion came in collision with a licensed steamer in the Illinois.
Do..... ..	February	9	Fire.....	.....	.....	.....	20,000	Steamer E. Howard burned at President island; fire caught in the hold.
Do....	May	31	..do.....	.....	.....	.....	21,000	Steamer Key Stone State burned at Florence, Illinois river.
SIXTH.								
Louisville.	August	12	..do.....	.....	.....	.....	7,000	Steamer Alabamian burned at wharf; cause, incendiary.
Nashville.....	June	13	Beached.	.....	.....	.....	5,000	Steamer Fashion ran against the shore in the fog.
	June	26	Fire.....	.....	.....	.....	20,000	Steamer Colbert burned in Tennessee river; cotton boat.
	March	27	..do.....	.....	.....	.....	275,000	Steamer Huntsville burned at Hamburgh landing, Tennessee river; cause unknown.
SEVENTH.								
Cincinnati.....	January	4	Collision.....	Yes..	.....	.....	1,000	Between steamers Switzerland and Fremont; neglect to comply with pilot rules.
Do	January	22	Bursting of boiler..	.....	.....	.....	2,000	Boilers of steamer Hartford burned; engineer suspended.
Do....	February	23	Collision....	Yes..	.....	.....	300	Steamers Caledonia and Endeavor came in collision; neglect to comply with pilot rules.

STATEMENT—Continued.

Local districts.	Date.	Character of accident.	Collision of licensed steamers with			Loss.	Remarks.
			Licensed.	Unlicensed	Sail vessels.		
EIGHTH.							
	July 4	Fire	.....	.....	.....	$10,000	Steamers Prairie State and Kentucky, both burned at Rock island; accidental.
	July 21	Collision	.....	.....	Yes..	100,000	Propeller Forest City was run into by a schooner during a fog on Lake Michigan.
	April 28	....do	.....	Yes..	.....	4,000	Steamer Forest City was run into by steamer Editor; neglect to comply with pilot rules.
NINTH.							
	November....	Beached	.....	.....	.....	100,000	Steamer May Flower went ashore in a fog on Lake Erie.
	July.....	Struck a rock	.....	.....	.....	20,000	Propeller Young America struck a rock in river St. Lawrence.
	November....	Beached	.....	.....	.....	3,000	Propeller Saganaw; ashore in a gale.
Additional to the above.							
In the 4th district, 19 steamers snagged, loss						144,865	
In the 5th district, 42 steamers snagged, loss						955,300	
In the 6th district, 5 steamers snagged, loss						39,000	
In the 7th district, 2 steamers snagged, loss						11,000	
In the 8th district, 3 steamers snagged, loss						10,500	

By an examination of the foregoing statements of accidents by collision, it will be observed that in but nine cases has collision occurred between inspected steamers, under the laws; whereas, there have been seven collisions between passenger steamers and steamers not inspected; and fourteen collisions between inspected steamers and sailing-vessels.

When we consider the greater liability of passenger steamers to collisions, from their higher rate of speed, greater size, and from the fact that they run in all kinds of weather, and also at night and in fogs, these results, we conceive, present a strong argument that steam-tugs and ferry-boats should be required to comply with the provisions of the law; and that sailing-vessels should, under certain circumstances, be required to comply with some regulations in regard to exhibiting lights.

As our exemplification of this necessity, we would mention that many of the steam-tugs carry but a single light; vessels at anchor in a channel-way also exhibit a single light; therefore, it frequently occurs that the pilot of a steamer under way cannot distinguish whether a light coming into view is that of a vessel at anchor, or a steam-vessel under way, until it is too late to avoid collision; and some accidents of a very serious character have occurred from this course.

We are gratified in being able to state, that the change in the mode of giving signals by whistle instead of the bell, as directed at the last annual meeting of the board, has operated favorably. There was at first much opposition to the change by steamboat officers, but we believe all parties are now fully satisfied of its utility, and many have so expressed themselves in the strongest terms, and that they would again return to the use of the bell with great reluctance.

As showing in some measure the effect of passenger steamers being fitted in compliance with the law, we give below some cases in which the apparatus thus provided has been the means of preventing serious disasters.

In the case of the steamer Admiral, which ran upon a reef of rocks at West Quoddy lights, the passengers and crew were *all* saved by means of the boats with which the steamer was provided.

At the loss of the steamer Ocean, which has already been mentioned in this report, all that were saved were saved by the boats of other passenger-steamers in the immediate vicinity.

In the case of the steamer Charles Osgood, an unlicensed steamer, which was on fire in Long Island sound, and completely wrapped in flames, when two passenger-steamers came alongside, and by means of the fire-pumps with which they were provided in compliance with the law, extinguished the fire, and also, by means of the boats, saved all those on board the burning vessel.

In the case of the steamer Arctic, all that were saved were rescued by means of the boats with which she was provided.

In the case of the steamer May Queen, which took fire when in New York bay, the fire was extinguished by the fire-pumps with which she was fitted, and a serious loss of life probably thereby prevented.

Steamer Armenia, which took fire, was saved by means of her fire-pumps, and loss of life prevented.

The burning of the May Queen, which occurred near the lower end of Staten Island, as mentioned in our last report, has been investigated; and the inspectors decided that the fire might have been subdued, or at least the damage greatly lessened, had the hose been attached to the pumps as recommended by this board; the loss of time in getting the hose attached was such, that the fire had progressed beyond control before the fire-pumps were ready for use.

The steamer Herald took fire on the Chesapeake bay, by back draught of the boiler. The engineer immediately opened the steam-valve provided for letting steam in the hold, then set the fire-pumps at work, and in a few minutes the fire was extinguished without alarming the passengers; in fact, many of them were not aware that the boat was on fire.

It is worthy of remark, that just before the passage of the steamboat law, the steamer Columbus, on the Chesapeake bay, took fire from the same cause, but not being provided with any means for extinguishing it, she was entirely consumed, and both boat and cargo became a total loss; and what is still more unfortunate, many lives were lost.

A case occurred at the wharf in Baltimore, when the sparks from a freight steamer, falling from the chimney, set fire to the passenger steamer Pocahontas. Immediately the alarm was given, one of the hands of the steamer attached the hose of the fire-pump, led it to the point where the fire was burning, then himself went to the pump and commenced playing upon the fire, and extinguished it before any of the city fire companies had arrived upon the wharf.

The Charles Morgan, (steamship,) in the Mexican gulf, took fire over the boilers, which spread with great rapidity, so that the captain signalled a barque in the vicinity to come to his assistance, not expecting to be able to save his vessel; but, by active exertions and the efficient operations of the fire-pump, with which she was provided, the fire was subdued and the vessel saved, which the captain attributes entirely to being fitted with the fire-pump in accordance with the law.

At the disastrous wrecking of the Yankee Blade, upon the Pacific coast, the saving of those who were rescued was accomplished entirely by the iron life-boats with which the steamer was furnished; the wooden boats which it was attempted to use for the same purpose being stove in pieces.

In the case of the steamer Eliza Battle, loaded with cotton, which took fire, the officers state that they were only enabled to save the vessel by means of the fire-pump with which she was provided.

The same is also reported by the officers of the steamers Daniel Pratt and William Jones, both of which took fire under the same circumstances.

In the case of the Kentucky Home, which was sunk by collision on the Ohio river, the lives of all or nearly all of the deck passengers were saved by the energy and presence of mind of Joseph Lanning, the engineer, who remained on the lower deck until he had

directed all the passengers to escape to the upper deck, by the after ladder and hatch provided in compliance with the regulations of this board, and then himself escaped in the same manner.

In the case of a steamer navigating the upper Tennessee river, a cask of liquor in the hold got on fire and bursted, scattering liquor and fire so that the flames spread over a considerable portion of the hold; by means of axes, holes were cut through the deck, and the fire-buckets being at hand filled with water, they were promptly used and the fire extinguished. From the positon of the boat at the time of this accident, it is quite certain, that had not the fire been thus promptly extinguished, the boat must have been entirely consumed, and many lives lost.

The steamer Forest City came in collision with a sailing-vessel on Lake Michigan, and sunk in a few minutes. All the passengers and crew were saved by means of the boats with which she was provided.

In the case of the steamer E. K. Collins, burnt on the Detroit river, all who were saved were saved by means of the life-preservers with which she was supplied.

In the case of the Bucephalus, which foundered in Saganaw bay, all those saved were rescued by the life-boats with which she was supplied.

When the steamer Westmoreland foundered on Lake Michigan, all those saved were rescued by means of life-boats.

In the case of the steamer Sevastopol, which was wrecked on Lake Michigan near Milwaukie, on the 18th of September last, the services of the life-boats have been plainly shown, and by which some eighty passengers were safely landed; such was the violence of the storm, that in all human probability, but for the life-boats provided in compliance with the law, the passengers would all or nearly all have been lost.

As negative testimony to the value of the inspection required by law, we would cite the following instance which occurred in this district.

One of the local boards was called upon to inspect a steamer, and, upon examination, refused a certificate. A permit to go to another port for repairs was then requested. This the inspector also refused, considering it unsafe for passengers. The vessel was then started for another port without a permit and without passengers, and in a few hours after leaving port the boiler exploded, destroying several lives; the vessel sunk and became a total loss.

The steamer Garden City struck a reef of rocks on Lake Huron, and foundered in a few minutes; the passengers and crew were all saved by means of the boats with which the steamer was supplied, in compliance with the law.

Aside from those benefits arising from the operation of the steamboat law, which are open and patent to the public, cases frequently come to the knowledge of the inspectors in the performance of their duties, which show forth their benefits still more strongly.

These cases are mainly where defects are brought to light by the process of inspection and proving of boilers, which otherwise would not have been discovered except by the occurrence of some serious

accident, which having occurred, the cause cannot possibly be ascertained and always remains a mystery.

As exhibiting the benefits arising from the operation of the law in this particular, we cite the following cases among those which have occurred.

In the first supervising district, on one occasion, two flues of a new boiler were collapsed while being submitted to the hydrostatic test at a pressure little above that which was intended to be carried when in use. On another occasion, on applying the hydrostatic test, seven of the stays upon the furnace were broken and the crown of the furnace collapsed.

And in a third case, upon a similar application of the test, the crown of the furnace was collapsed and the sides crippled, so that an entire new furnace was required to be put in.

Many other similar cases of minor importance have occurred in this district.

In the second supervising district, on one occasion, upon the application of the hydrostatic test to a boiler, two of the flues were collapsed at a pressure much below that at which it was intended to be used.

On another occasion, upon applying the test, the manhole plate was burst, and the boiler started at the manhole opening.

On still another occasion, a portion of the steam chimney was collapsed.

On another, the application of the test ruptured the steam-pipe.

A case presenting negative evidence of the value of inspection occurred in this district, where an application was made to the local board to inspect a steamer; they commenced the inspection and required certain repairs to be made to the boiler, which the owners refused to make, and declined to have the inspection completed, preferring to forego the carrying of passengers. They went on their route, and on the first trip the boiler burst and one or two of the crew were killed.

One case of an extraordinary character occurred in this district: the steamer referred to went upon a trial trip, and during the trip carried a maximum pressure of steam of about thirty-four pounds. On the day succeeding the trial trip the boat was inspected, and upon applying the hydrostatic test to the boiler, some thirty to forty of the braces were carried away when a pressure of only thirty-one or thirty-two pounds had been attained; a large number of additional braces were put in before the boiler would stand the required test.

In the third supervising district, on one occasion, by the application of the hydrostatic test to a boiler, one of the sheets was ruptured to such an extent that an entire new sheet was required to be put in before a certificate would be given.

Other instances have also occurred of a similar character, but of minor importance.

In the fourth supervising district, on occasion of applying the hydrostatic test to a boiler, one of the flues was collapsed, and after a subsequent examination all the flues were condemned by the inspectors and new ones ordered to be put in, which was done.

In the fifth supervising district, there have been seven boilers ruptured in applying the hydrostatic test, and very extensive repairs have been required before certificates were granted.

At one inspection the steam-pipe was burst by the application of the hydrostatic test; and further examination showing that the pipes were wholly deficient in strength, new pipes were required by the inspectors.

In another case, in applying the hydrostatic test, one of the flues of a *new* boiler was collapsed, and the result of further examination was a condemnation of both flues; new flues were put in before a certificate was granted.

In four boilers have all the head-braces been torn off or broken, and new braces of greater strength required, before a certificate was given by the inspectors.

Three cases have occurred where the cross connexion has been ruptured by the hydrostatic test, and repairs required before granting a certificate.

In the sixth supervising district, on submitting the boilers of one boat to the hydrostatic test, one of them was burst, and it became necessary to put in a new sheet before the inspectors would grant a certificate.

In several cases have the head-braces been broken or torn off when the test was applied, and new braces of greater strength were put in before the boilers were passed.

In the seventh supervising district, on five different occasions, boilers were burst upon application of the hydrostatic test. Some of these were repaired and finally passed, and one was entirely condemned.

On six different occasions, steam-pipes have been burst upon application of the test.

On three other occasions, boilers have been entirely condemned, from being so much injured as to be considered by the inspectors entirely unfit for use.

In one instance, upon applying the hydrostatic test to a boiler, one of the flues was collapsed; but both flues were condemned, and new ones ordered to be put in before a certificate was granted.

In the eighth supervising district, on one occasion, upon applying the hydrostatic test, one of the flues of the boiler was collapsed, and a further examination disclosed such defects that the boiler was entirely condemned, and a new one ordered.

On another occasion, upon applying the test, one of the sheets of the boiler was split open, a new sheet was put in, and the test again applied before a certificate was granted.

In the ninth supervising district, on one occasion, when applying the hydrostatic test to a boiler, two of the flues were collapsed to such an extent that they were required to be taken out and several new sheets substituted before a certificate would be granted.

On another occasion, by the application of the test to a boiler, the steam chimney gave way so far that very extensive repairs were required.

In applying the test to another boiler, so many of the braces in the furnaces and steam chimney gave way, that almost entire new furnaces and chimneys were required. We should remark, that the furnaces and chimney gave way at less than the steam pressure usually carried.

For reasons which will, upon reflection, be obvious, the names of the boats on which the failures just described have occurred we have not thought proper to introduce.

The beneficial operation of the law is further shown in the promptness with which the means provided for the preservation of life and property are resorted to, and the moral influence exerted upon both passengers and crews, by a knowledge that these means are at hand.

This has been shown undeniably in many instances which have come to the knowledge of the inspectors, but we will not extend our report by giving these in detail.

As still further exhibiting the estimate which is placed upon an inspection of boilers and machinery by the government inspectors, we may mention that some of the marine insurance companies will not take risks upon steamers except they have passed inspection.

In cases of steamers not coming under the laws, the inspectors have frequently been requested to make inspections; the same applications have been made with reference to the boilers of locomotives and land engines; and further, in many sections of the country, it has become the practice, to a great extent, to make contracts for new boilers, not only for passenger steamers, but for steamers not coming under the law, and also for land engines, with a guarantee subjecting them to the inspection and approval of the government inspectors.

In some sections, also, the proprietors of land engines and steamboats not coming under the law will not employ an engineer except he can exhibit a license from the government inspectors.

In fact, the confidence of the public in the operation of this law has been exhibited not only by words, but in deeds, in every way that its most sanguine advocates could have anticipated.

There have been constant and increasing complaints made to the inspectors of the careless and reckless manner in which steamboats not coming under the law are navigated.

These vessels are controlled by officers not amenable in any manner to punishment, for any of the usual accidents occurring to steamboats by collision, while the conduct of those of passenger steamers is subject to immediate investigation, and, if found guilty of incompetency, carelessness or recklessness, to prompt punishment.

The officers of steamers not coming under the law are fully aware of this state of things, and the result is that they throw the whole of the trouble and responsibility of avoiding collisions upon the officers of inspected steamers.

Many aggravated cases of this character have occurred, but, as the law now exists, the inspectors are powerless to apply any remedy.

These collisions sometimes occur from a neglect to exhibit proper lights on the part of uninspected steamers, and sometimes from a determination to pursue their own course and object, regardless of consequences.

We do not by this intend to have it inferred that in all cases of collision between passenger steamers and other classes of steamers, the cause is such as here represented; but that in many it is so, cannot be disputed. We would mention as an instance of this state of things that a complaint was made to one of the local boards by the captain of a passenger steamer, that his vessel had been run into in a most reckless manner by a steam ferry-boat, stating that this was the fourth time that his boat had been run into in a similar way, and urging in the strongest terms that the inspectors would apply some remedy.

One of the inspecting boards, after reporting the case of a tug-boat running into a passenger steamer, says: "The tug-boats are in the habit of running along the wharves with so great speed, that it is dangerous for boats to come out of the docks; complaints are made daily of tug-boats running in a reckless manner."

Information has been given to some members of this board of fraudulent stamping of boiler iron. So far, however, the information has not been so given as to enable the inspectors to collect sufficient evidence of a reliable character to insure conviction in case of prosecution. As soon, however, as this can accomplished, prosecution will be instituted.

These cases of frauds have been of three distinct characters. The first where the seller of the iron has added to or altered the stamp already impressed upon the plates by the manufacturer. The second where there has been a collusion between the manufacturer and the consumer, for the former to give to inferior iron the mark of an iron of a higher grade. The third kind of fraud, we are reliably assured, has been practised by some dealers in boiler iron—that is, to mark imported English iron (which it is believed is never manufactured with charcoal) with the stamp of American charcoal iron.

Evidences of instances of each of the above frauds are now being traced out, and we hope to bring some at least of the parties implicated to punishment.

It is impossible that the inspectors can test all the iron used in steam-boilers for passenger steamers, or even give the whole a mere external examination; hence it is important that a fraud in the manufacturer's stamp, either by himself or others, should be so guarded that the stamp itself shall be a sufficient and reliable evidence of its quality.

It is reported that a case or cases have occurred where the officers of passenger steamers have entered a complaint or informed against their own boat for infractions of the law; and have, as informers, received a whole or a part of the penalty inflicted, as provided by some sections of the law.

It is obvious that this practice will lead to infraction of the laws, whenever the receipts by so doing shall warrant their paying the amount of fine that, by such infraction, they shall incur. We would suggest that some measures should be taken to prevent such abuse of the provisions of the laws; but how this shall be done is a point which does not, we concieve, come within our province.

In our former reports we have suggested that a supplementary act be passed by Congress to remove difficulties that have been met in

carrying out the provisions of the law, and giving some increased facilities for attaining that object.

Our further experience during the past year has convinced us still more strongly of the necessity of a supplementary act; we therefore have recapitulated the suggestions made in our former reports, adding such others as our experience has since suggested, and to which we would respectfully ask your attention.

First. We would suggest the propriety of Congress authorizing the appointment of a supervising inspector for the Pacific, and the establishment of a local board of inspectors at Oregon, and would briefly state, among other reasons for making this suggestion, that the large amount of duties required of the supervising inspector of the fourth district, and the remote point requiring the attention of a supervising inspector on the Pacific, must necessarily lead to neglect of duties on the coast or the Mississippi, and other parts of the fourth district; and, in addition, the increasing steam marine on the Pacific demands the entire attention of a supervising inspector and local boards, both at San Francisco and Oregon.

Second. We would recommend the passage of a supplementary act, whereby that portion of steamers styled (in the 42d section of an act relating to steamboats, approved August 30, 1852) ferry-boats, freight-boats, tug-boats, and towing-boats and steamers, not exceeding one hundred and fifty tons, and used in whole or in part in navigating canals, now exempt from inspection under the law of 1852, but subject to inspection under act of 1838, may be included under the provisions of the law of 1852, so far that they may be required to have their boilers, machinery and hull, inspected as other steamers, and in all cases required to carry licensed engineers and licensed pilots; and we would further state, that we cannot see the propriety of the existence of two local boards for the inspection of steamers, as is now recognised by law; and should the foregoing be adopted by Congress, there would be but one board for all classes of steamers.

Should the honorable Secretary approve, and Congress adopt or pass a supplementary act, as recommended, to the law, we would suggest that said steamers pay, as other steamers are required to pay, for inspection, a proportionate fee according to their tonnage, say one-half the amount now paid by steamers carrying passengers; and as, under this arrangement, the duties of the local boards in some parts of the United States will be largely increased, and the receipts for the performance of such duties (beyond what is now received) will be paid into the treasury of the United States, and it is believed will more than meet the additional increase of pay which we recommend to the following local boards at the ports designated:

Proposed compensation to local boards at various ports, if required to inspect steamers, now exempt under the 42d section.

1st district—Portland	board,	$300;	wanted,	$500
Boston	"	800	"	1,000
New London	"	300	"	600
2d district—New York	two assts.	wanted, each..	1,200
	and clerk			600

	Philadelphia	board,	$1,000;	wanted,	$1,300
3d district—	Baltimore	"	1,000	"	1,300
	Norfolk	"	300	"	500
	Charleston	"	400	"	600
	Savannah	"	400	"	600
4th district—	New Orleans	"	2,000	"	2,000
	A clerk to board				1,000
	Mobile	"	1,000	"	1,000
	Galveston	"	300	"	400
	California	"	1,500	"	2,500
5th district—	St. Louis	"	1,500	"	1,800
6th district—	Nashville	"	400	"	600
	Louisville	"	1,200	"	1,800
7th district—	Cincinnati	"	1,500	"	1,800
	Wheeling	"	500	"	700
	Pittsburg	"	1,500	"	1,650
8th district—	Chicago	"	500	"	800
	Detroit	"	800	"	800
9th district—	Cleveland	"	500	"	500
	Buffalo	"	1,200	"	1,200
	A clerk to board				300
	Oswego	"	300	"	400
	Burlington	"	300	"	500

And should the Secretary of the Treasury deem it unnecessary to call the attention of Congress to the proposed change, you will allow us to urge upon your attention the following increased salaries to local boards, which is found in some cases so small as to render it impracticable to obtain or retain competent persons to discharge the duties required; and in case the law is not altered, we would ask the following increase to the boards designated:

Portland board now receives	$300;	wanted,	$400
New London board now receives	300	"	500
New York board, a clerk			800
Philadelphia board, a clerk			300
Baltimore board, a clerk			300
Norfolk board now receives	300	"	400
Savannah board now receives	400	"	500
Charleston board now receives	400	"	500
New Orleans board, a clerk			500
Nashville board now receives	400	"	500
Oswego board now receives	300	"	400
Burlington board now receives	300	"	500
California, (San Francisco)	1,500	"	2,000

We would wish to be distinctly understood that we do not desire to recommend any increase in the expenses of carrying out the law, except we think it neccssary to secure the services of such persons as inspectors as are imperatively demanded to attain the object proposed by the law.

Third. We would call attention to the importance of requesting Congress to pass a law (for the more safe and successful navigation of lakes, bays and rivers, by steamers,) compelling all sail-vessels, including freight-steamers and tow-boats, also flat-boats and rafts, to carry lights, under certain restrictions and penalties, as it is known that the absence of such a law has caused loss of life and the destruction of property by collisions, which might have been avoided had lights been carried on the vessels, &c., referred to.

Fourth. We would also suggest—much difficulty and delay having

been experienced in administering the oaths to the board of inspectors, as required by the law—that, should a supplement to the act be passed, it be made the duty of the collector, deputy collector, or other chief officer of the customs in each district, to administer the oaths to inspectors when required.

For the reasons assigned or set forth in our last annual report, we would again recommend that the supplementary act embrace a provision requiring that all names of steamers painted upon wheel-houses, bulwarks, pilot-houses. or any other part of steamers, shall be the same as that under which the vessel is enrolled.

Much difficulty has been experienced in enforcing the law with reference to the carrying of oil of vitriol and oil of turpentine. We would respectfully suggest that, hereafter, oil of vitriol and oil of turpentine *shall not* be classed as dangerous articles on board of passenger steamers, but may be carried as other freight, provided the same be safely put up in vessels of proper description, upon due care being observed by masters and owners of steamers in regard to its stowage; and all parties hereafter *offering* to ship the articles otherwise than provided for in the eighth section of the law of 30th August, 1852, shall be liable for the penalties contained in such section.

We have found, during the past year, that a difference of opinion exists among the attorneys of different districts as to the mode of bringing suits, in case of prosecution by a supervising inspector—as to whether it should be brought in the name of the United States or an individual.

The prosecution of suits would be much facilitated, should a supplementary act be passed, and distinctly set forth, that all suits growing out of violations of the law and its provisions be brought in the name and on account of the United States. There has also been much difficulty in prosecuting suits when commenced, as there appears to be no specific provision for the necessary expenses, and the inspectors are thus powerless for enforcing the provisions and penalties of the law.

We would also recommend to be incorporated in a supplementary act that, instead of the local boards of inspectors reporting all their acts and doings to the collector or other chief officer of the customs, (as now required,) they be directed to report the same to their supervising inspector, except so far as relates to the issuing of certificates of inspection to steamers and the names of all pilots and engineers licensed, and the amount of money received for the same; also the amount of money received by them for violations of the law, voluntarily paid over to them; which said amounts they shall report and pay over to the collector as heretofore.

Our reasons for this change are, that very many suits have been instituted by the district attorneys under this law in consequence of the collectors handing over such reports from the local boards without sufficiently examining the evidence in the case to ascertain whether the facts be sufficient in his opinion to sustain successfully such suit, thereby causing pecuniary loss to the government in court costs and attorneys' fees.

We would respectfully suggest and urge that such amendments be made to the law as may be necessary to correct these evils.

A memorial has been received from Orin Smith and others, owners and masters of steam-vessels, residing at and hailing from the port of Galena, Illinois, asking the appointment of another local board of inspectors. We have given the subject due consideration, and are satisfied they have, from the representations set forth in said memorial, reasons for Congress granting the prayer of the petitioners, but we doubt the propriety of this board recommending the establishment of a local board at any point save that which has for the past two years been recommended for the Pacific coast.

In this report we would remark, we are not inclined to ask any alteration in the law, believing that it fully answers the design of its framers, and secures the objects contemplated in a far greater degree than was expected, and in suggesting the passage of a supplementary act, only to enable the inspectors to carry out its general provisions with more facility; and in making the foregoing suggestions, we have endeavored to be governed solely by this object.

In closing, we would state that this board has endeavored to carry out the objects for which it was established by the act of Congress—"see that the several boards within their respective collection districts execute their duties faithfully, promptly, and as far as possible uniformly in all places," and to "harmonize differences of opinion where they exist in the local boards," &c —and we believe that we have been as successful as could have been expected in carrying out a law of such extended scope and possessing so many ramifications, to be applied to navigation of so varied a character and under such a variety of circumstances.

Extracts from the Proceedings of the Board of Supervising Inspectors.

Mr. Embree, from the committee to whom were referred the communications of Messrs. Eedes and Nelson, upon the subject of removing obstructions from the Mississippi river, from the Missouri to New Orleans, presented the following report, which was adopted:

The committee to whom were referred the letters of Messrs. Eedes and Nelson, upon the subject of removal of obstructions from the Mississippi river, from the Missouri to New Orleans, have given the same their attention, and cannot withhold their approval of the object contemplated, as it must necessarily tend to the safe navigation of the river, heretofore attended with a large loss of property both in boats and cargo, and in many instances loss of life, which, from the character of the obstructions contemplated to be removed, no human foresight could have prevented. Your committee respectfully suggest that it is not their prerogative, nor would they recommend to the board other action than has heretofore marked its proceedings; but of the great importance of removing the impediments to successful navigation on the Mississippi, whether by private enterprise or otherwise, there can remain no doubt, and must effectually aid very materially the carrying out the "law of Congress approved August 30, 1852,"

the sole object of which is, as its caption indicates, the better security of lives of passengers on board steam-vessels, as well as the great amount of property annually transported over this great highway, and it is but fair to presume will, if not interrupted, go on to increase.

Mr. Burnett, from the committee on signal-lights, made a report, as follows, which was read and adopted:

The committee to whom was referred the subject of amendments and explanatory notes proposed to be added to the rules and regulations for the government of pilots, and to prevent collision at night, in view of the great importance of the subject, respectfully ask for further time for the consideration of the same, and would suggest that the matter be laid over for the present, to be reported on at the next meeting of this board. We would further report that, in examination of the system of signal-lights as set forth in the communication of W. P. Craig and W. R. Ritcher, of Newport, Ky., referred to this committee for consideration, we find that the plan of range signal-lights therein described is substantially the same as that which has been for many years almost universally used on the eastern waters of the United States, and on some of the northern lakes.

Mr. Copeland offered the following preamble and resolution; which being read, was, on motion, adopted:

Whereas, it having come to the knowledge of this board that it frequently occurs on board passenger steamers that the freight is so closely stowed between decks as to *entirely* prevent passing from either end of the boat to the other; and, further, that by such stowage of freight the hatches required as a "means of escape from one deck to another," as required by regulations of this board, passed December 9, 1852, and other resolutions provided for means of escape, are rendered virtually useless; it is

Resolved, That hereafter, in the stowage of freight between decks, in all cases where a portion of the *same* (between decks) is appropriated to passengers, or is occupied by one or more passenger cabins, there shall be left a clear passage-way the whole length of the vessel of at least — inches clear width; and it is hereby made the duty of the local boards of inspectors to see that this resolution is carried into effect.

Mr. Crawford offered the following, which was read and adopted, viz:

Complaints having reached this board that in many cases the instruments provided for the use of fusible alloy are of so small dimensions and of such inferior workmanship as to render them nearly useless to accomplish the objects for which they are designed; therefore,

Resolved, That the local board of inspectors shall, in all cases where new instruments for the application of the fusible alloy shall be required after the 1st day of January, 1856, reject all such instruments in which the valves have a less diameter than one inch, or which in their opinion are, from inferior workmanship, unfit for the purpose for which they are designed.

Mr. Crawford, from the committee to whom was referred the sub-

ject of the report of Professor J. C. Booth, "on apparatus for the use of fusible alloys in steam-boilers," submitted as their report the following, which was adopted:

Your committee, to whom was referred the subject of the report of Professor J. C. Booth to the Secretary of the Treasury "on apparatus for the use of fusible alloys in steam-boilers," have carefully examined and considered the same, and beg leave to report:

That your committee consider Professor Booth's report of the result of his experiments in regard to fusible alloys a valuable addition to the information already before the public upon this subject, although the statement of Professor B. in regard to the use of *plugs* is undoubtedly correct so far as ascertained by the result obtained in an experimental way. Still your committee are most fully satisfied, from both information and experience, that in practice no reliance can be placed upon its proper and uniform operation when exposed to the pressure of steam. The various plans suggested by Professor Booth, in which the alloys are so enclosed as to be excluded from the pressure of steam, as represented in the drawings accompanying the report by figure 3 and figure 10, when such apparatus shall be properly fitted up and arranged to the satisfaction of local inspectors, will meet the approval of this board. The instruments shown in the design by figure 3 and figure 10, accompanying the report in principal, conform in every particular to the requirements of the resolution on that subject passed by this board on the 13th April, 1854, at a session held at the city of Washington, and which is, as experience has shown, the most reliable mode now known for using the alloys. We are gratified to observe that the same view is taken by Professor Booth in his report, in which he says, "When safety should be the principal consideration, the enclosed arrangements now to be described are, in my estimation, preferable to the plugs, in spite of its simplicity and economy."

Upon the matter of patent life-boat and fire extinguisher, as introduced to the notice of the board by Mr. Pangborn, the following was directed to be placed upon the journal:

The board have heard Mr. Pangborn's explanation of his mode of constructing vessels with air-chambers on the sides and in the arches, and also constructing cross bulkheads of double thickness, leaving an air-space between, the whole designed to secure greater safety in case of collision or springing a leak; and from an examination of his model, and a consideration of the explanation made by him, the board cannot doubt that such a mode of construction, if properly carried out, would give increased safety to passengers; but how far the proposed mode of construction would be compatible with other requirements, we think is a question to be determined by those engaged in the construction and navigation of vessels.

They have also examined Mr. Pangborn's mode of arranging steam-pipes for the extinguishment of fire, and are satisfied that the greater number of outlets there are provided for the escape of steam, if those outlets be controlled by valves properly arranged, the more readily might fire be brought under control, by being able to apply the steam near the locality of its origin; but, at the same time, great care will be necessary in thus arranging these pipes, otherwise it may be attended with

some serious disaster. In accordance with the usual practice of this board, they cannot give any more than the above general opinion, feeling that it is neither their duty nor province to express any opinion which shall affect private interest, and more especially patent property.

Mr. Burnett, from the committee on the circular emanating from the Treasury Department, dated August 6, calling for certain information in a tabular form, and other matters of general interest, submitted the tabular tables in accordance therewith, and the following report, which was read and adopted:

The committee to whom was referred a circular letter from the Hon. Secretary of the Treasury, issued August 6, of the present year, and addressed to the several members of this board, calling for certain information with regard to steam-vessels employed in the carriage of passengers or otherwise, also with regard to "fire-proof paints," and whether something can be done in case of fire occurring on board of such steam-vessels, to prevent the flames spreading as rapidly as they now do, beg leave to lay before the board for its consideration the following report:

Your committee have given the above subject their careful consideration, and in regard to the table referred to in said communication, on pages 411 and 412 of the report on the finances, your committee would remark, that said table is not the official table of the board of inspectors of Louisville, of accidents to passenger steamers—the class of steamers to which only the tables appearing in any of the official reports of either the local boards or this board have had reference: on the contrary, the table referred to embraced all accidents to all steamers throughout the United States, which came to the knowledge of said board merely through newspaper publications, those occurring in their own district, of course, excepted.

When the difference in the character of the two tables is considered, we respectfully submit, that the discrepancies between them can hardly be a matter of surprise.

We herewith present a tabular report of accidents to steam-vessels subject to the law of August 30, 1852, from the time the law went into operation to September 30, 1855, embracing all the information called for by the circular referred to, with regard to that class of steamers; also a tabular statement of the pecuniary loss to steamers subject to this law, by being burned and sunk by storm while at their wharf or landing; also a table showing the number and tonnage of steam-vessels employed in the carriage of passengers, and subject to the act of Congress of August 30, 1852, in each local district; and the number and tonnage of steam-vessels subject to the law of July 7, 1838. Your committee regret that, by reason of the meagreness of the information furnished with regard to accidents to steamers not inspected, as also its unreliability—such information having been generally taken from the newspapers of the day, which our inquiries and comparisons with official statements of accidents to this class of steamers, which have been furnished conclusively in some instances, have shown—we are, therefore, unable to make any statement, in tabular form, of accidents to steamers not subject to the provisions of the law of August 30, 1852, which would be in any degree valuable.

A circumstance that has also contributed in a great degree to this result is, that many of the local boards, from the large amount of duty required of them at this season of the year, in the inspection of passenger steamers, have not been able to give that amount of time from their official duties necessary to the collection of the details of accidents occurring to steamers not subject to the provisions of the law under which they act.

With regard to non-inflammable coatings or fire-proof paints, designed for application to the light wood-work of steamers, &c., your committee would represent, that they have not been able to procure information of the existence of any paint of this character, which, in their opinion, promises to effect the desired object in a degree to demand especial attention, or that offers greater security against fire from the boilers of steamers than those means now employed, to a considerable extent, in applications to the wood-work about the boilers of steam-vessels on the eastern and southern coast, and also in the lake districts, such as whitewashing with a solution of lime, glue, and alumn or salt. If wood-work, exposed to continuous heating, is thoroughly coated and saturated with such a mixture, it will, your committee are of opinion, be more reliably incombustible than if treated in any other manner of which we have information.

Table showing the number and character of accidents to steamers 1853, *to Septem*

District.	Name of boat.	Date of accident.	Place of occurence.
First district.			
Boston and Charlestown...	Ocean.....	June 28, 1853	Off Cape Ann.....
	Bay State	Sept. 10, 1853	Long Island sound.....
	Bay State	Nov. 24, 1853	.....do.....
	Ocean.....	Nov. 24, 1854	Boston harbor .....
	State of Maine....	Jan. 8, 1855	Long Island sound.....
Portland, Maine	Admiral.....	July 27, 1853	Near W. Quoddy light...
	Governor	Aug. 5, 1853	Near Baker's island.....
New London, Connnecticut.	Worcester	May 20, 1855	Off New London light....
	Clifton.....	July 25, 1855	Near Rocky Point.....
Second supervising district.			
New York.....	Utica.....	Sept. 20, 1853	Poughkeepsie, H. R.....
	Eagle.....	Dec. 17, 1853	Bay of New York. .....
	San Francisco	Dec. 24, 1853	Atlantic ocean.....
	Arctic	Sept. 27, 1854	Near Cape Race .....
	Jewess.....	Nov. 11, 1854	Barnegat beach.....
	Albatross	.....	Gulf of Mexico.....
	May Queen.....	.....	Near Staten island.....
	Armenia.....	Oct. 12, 1854	Near West Point, H. R...
	South America....	Oct. 28, 1854	Hudson river .....
	South America....	.....	.....do. .....
	Thomas Haight...	Aug. 22, 1855	Bay of New York.....
Philadelphia.....	Keystone State ...	May 11, 1855	Delaware bay.....
	John Stevens	July 17, 1855	Delaware river.....
	Gen. McDonald...	Aug. 4, 1855	.....do. .....

subject to the steamboat law of August 30, 1852, *from May* 31, *ber* 30, 1855.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Run on a reef.....	Error in judgment...	....	.....	$20,000	Reef called the Londoner, half mile from shore.
Escape of steam	Breaking of cylinder head.	....	5	7,000	Accident resulted from breaking of crank-pin.
Collision with schooner	Mismanagement of schooner.	....	.....	.....	Two lives were lost on schooner.
Collision and fire.....	Neglect to observe pilot rules.	....	5	100,000	Collision with British steamer Canada.
Collision with schooner	Mismanagement of schooner.	....	.....	.....	Schooner sunk—S. D. Sparks.
Run on a reef and beached.	Lost reckoning in the fog.	....	.....	50,000	Lost reckoning by drifting while repairing engine.
Collision with schooner	Thick fog and no signal from schooner.	....	.....	3,000	Schooner sunk and two lives lost.
.....do.....	Schooner at anchor with no lights set.	....	.....	75	No look-out on sch'r.
Blown on a reef.....	Heavy gale and want of judgment.	....	.....	10,000	Vessel sunk.
Collision with sloop...	.....	....	1		
Collision with ferry-boat.	Mismanagement of ferry-boat.	....	.....	.....	Ferry-boat Sylph—Eagle sunk.
Foundered at sea.....	.....	....	180		
Collision with Vesta..	Neglect of pilot rules.	96	211	.....	The Vesta is a French iron steamer.
Stranded.....	.....	....	.....	60,000	This vessel went to pieces.
Struck on a coral reef..	.....	....	.....	.....	Vessel a total loss.
Burned while under way.					
Collision with sloop...	Mismanagement of sloop.				
.....do.....	Cause not reported..	....	.....	.....	One man killed on sloop.
.....do.....	Mismanagement of sloop.	1			
Collapse of steam-chimney.	Cause not ascertained	1			
Collision with schooner	Cause not reported..	....	.....	.....	Two lives lost on schooner Adrian.
Burned at wharf.....	Supposed to be set on fire.	2			
Collision with schooner	This case is now under investigation.	....	8	.....	Name of schooner, A. G. Pease.

TABLE—

District.	Name of boat.	Date of accident.	Place of occurence.
Third supervising district.			
Baltimore	Cambridge	Sept 16, 1853	Rappahanock river
	Hugh Jenkins	April 7, 1854	Chesapeake bay
	Virginia	Oct. 16, 1854	Rappahanock river
	Patuxent	Nov. 15, 1854	Chesapeake bay
	George Page	Nov. 18, 1854	Potomac river
	Planter	May 17, 1855	Patapsco river
Charleston	Marlboro'	Dec. 22, 1853	Charleston
	James Adger	Mar. 31, 1855	Atlantic ocean
Fourth supervising district.			
New Orleans	Yacht	Oct. —, 1853	Brazos bar
	Pearl	Jan. 1, 1854	Breely landing
	Reindeer	Jan. 5, 1854	Mississippi river
	Caspian	Mar. 10, 1854	Red river
	Mary Agnes	Mar. 4, 1854	Fairchild's island
	John L. Avery	Mar. 15, 1854	Mississippi river
	Shreveport	April 20, 1854	Black bayou
	Allen Glover	do	Red river
	Rockaway	Aug. 29, 1854	Bayou Sara
	Cleona	Sept. 20, 1854	Red river
	Princess	Oct. 6, 1854	Near Fort Adams
	Garden City	Jan. 14, 1855	Yellow bend, Miss. river
	Alida	Jan. 22, 1855	Red river
	James Trabue	Feb. 16, 1855	do
	Huron	Feb. 23, 1855	Atchafalaya
	Luda	Feb. 20, 1855	Red river
	Union	Feb. 26, 1855	do
	Louisa	Mar. 8, 1855	Ouachita
	Bulletin	Mar. 27, 1855	Tompkins' bend, Miss. riv.
	Marion		Red river
	W. N. Sherman	April 4, 1855	Talahatchee river
	Afton	April 13, 1855	Yazoo river
	Texanna	April 18, 1855	do
	W. N. Sherman	May 7, 1855	do
	Magnolia Banner	July 8, 1855	Baton Rouge, Miss. river.
	Swamp Fox	July 16, 1855	Red river
	Gipsey	Dec. 7, 1854	Mississippi river
Mobile, Alabama	Messenger	Nov. 28, 1853	Tate's shoals, Ala. river
	Sally Carson	Dec. 21, 1853	Slater's bar, Ala. river

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Burned under way....	.....	....	.....	$20,000	Total loss.
Collision with sch'r...	Carelessness of pilot of steamer.	....	.....	.....	Schooner Exchange.
.....do.....	Absence of pilot from duty.	....	.....	.....	Schooner Lovely Harrison: no lights up.
.....do.....	Mismanagement of schooner.	....	.....	.....	Schooner Rich. Sands.
Collision with steamer.	Carelessness of the pilot of G. Page.	....	.....	.....	Steamer Geo. Washington.
Run into Fort Sollers..	Carelessness of pilot.	....	.....	9,000	Pilot was not licensed.
Explosion of boiler...	Want of water in boiler.	14	.....	32,000	Pumping engine out of order; boat at wharf.
Collision with brig....	Brig had no signal-lights set.	....	.....	.....	Brig sunk; loss $16,000
Wrecked on bar.....	.....	....	.....	66,000	
Collision with Natchez.	Negligence of pilots of both vessels.	7	.....	30,000	
Escape of steam.....	Burst a steam-pipe...	1			
Snagged.....	.....	....	.....	10,000	
Burned when under way.	Carelessness of the chambermaid.	....	.....	165,000	
Swamped in a gale....	.....	....	15	80,000	
Snagged and sunk....	.....	2	.....	5,000	
Collision with steamer.	Negligence of pilot of other steamer.	....	.....	43,000	Steamer P. Dalman.
Fire caught in cotton..	.....	....	.....	34,600	Vessel total loss.
Burned, scuttled and sunk.	Cause not known....	....	.....	29,000	
Burned under way....	.....do.....	13	1	207,000	
.....do.....	Fire caught from a stove-pipe.	....	.....	76,000	
Snagged and sunk....	.....	....	.....	8,090	This vessel was raised.
.....do.....	.....	....	.....	20,000	
.....do.....	.....	....	.....	18,000	
.....do.....	.....	....	.....	4,000	
.....do.....	.....	....	.....	3,000	Raised.
.....do.....	.....	....	.....	23,000	Do.
Burned under way....	Fired from a cigar...	16	7	165,000	
Snagged and sunk....	.....	....	.....	1,500	Do.
.....do.....	.....	....	.....	2,500	Do.
Burned.....	Sparks from chimney.	....	.....	96,400	
....do.....	Not accounted for...	....	.....	188,000	
Snagged and sunk....	.....	....	.....	27,000	Do.
Burned.....	Cause not ascertained	2	.....	66,000	
Snagged and sunk....	.....	....	.....	3,000	Do.
Burned.....	Fire caught in wood rack.	....	5	28,000	This vessel was taking freight on board.
Snagged and sunk....	.....	....	.....	5,500	Raised.
.....do.....	.....	....	.....	1,000	Do.

TABLE—

District.	Name of boat.	Date of accident.	Place of occurrence.
Mobile, Alabama—Cont'd...	Eliza	Jan. 17, 1854	Bigby river
	Octavia	Feb. 6, 1854	Warrior river
	Champion	Feb. 7, 1854	Bigby river
	Wetumpka	Feb. 13, 1854	Alabama river
	Eliza	April 11, 1854	Bigby river
	Jenny Bealle	April 17, 1854	do
	Cremona	May 6, 1844	Tate shoals, Alabama river
	Eliza Battle	Mar. 27, 1854	Bigby river
	Sally Carson	May 17, 1854	Mobile river
	Octavia	Sept. 18, 1854	Alabama river
	Sally Carson	Oct. 11, 1854	do
	Col. Fremont	Oct. 24, 1854	Bigby river
	Daniel Pratt	Oct. 26, 1854	Mobile bay
	Alabama	Nov. 20, 1854	Alabama river
	Eliza	Dec. 10, 1854	Bigby river
	Jenny Bealle	Jan. 21, 1855	Alabama river
	Azile	Mar. 12, 1855	Bigby river
	Heroine	Mar. 13, 1855	do
	Wm. Jones, jr	Mar. 26, 1855	Alabama river
	M. W. Fry	Mar. 29, 1855	Mobile bay
	Ellen	May 12, 1855	do
Galveston, Texas	Jack Hayes	Feb. 19, 1854	Buffalo bar
	Magyar	Jan. 4, 1854	Gulf of Mexico
San Francisco, Cal	Yankee Blade	Oct. 1, 1854	Pacific ocean
	Pearl	Jan. 27, 1855	Sacramento river, California.
	America	June 24, 1855	Cresent City, Pacific coast
	Southerner		Cape Flattery
Fifth supervising district.			
St. Louis	Clifton	Apr. 1, 1854	Mississippi river
	Georgetown	Oct. 12, 1853	Missouri river
	J. M. Clendenin	Nov. 1, 1853	do
	Australia	Dec. 8, 1853	Mississippi river
	Cornelia	Dec. 17, 1853	do
	Altonia	Dec. 31, 1853	do
	General Bem	Jan. 9, 1854	do
	Youhegheny	Jan. 25, 1854	White river
	Asia	Feb. 2, 1854	At St. Louis
	St. Ange	do	Missouri river
	Amazonia	Feb. 15, 1854	Mississippi river
	Belle Goulding	Mar. 3, 1854	do
	Little Pike	Apr. 15, 1854	White river

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Snagged and sunk				$1,000	Raised.
do				500	Do.
do				600	Do.
Collision with Magnolia.		3		38,000	Magnolia damaged one hundred dollars.
Snagged and sunk				1,500	Raised.
do				6,000	Do.
do				500	Do.
do				2,100	Do.
Collision of Champion		1		800	Champion (licensed) steamer.
Snagged and sunk				500	Raised.
do				500	Do.
do				2,500	Total loss.
Escape of steam	Explosion of boiler	4		5,000	
Snagged and sunk				6,000	Raised.
do				1,000	Do.
do				200	Do.
do				11,665	Do.
Explosion of boiler	Want of water	3		4,000	
Fire				3,600	
Snagged and sunk				500	Raised (iron boat.)
Burned				40,000	Total loss.
Collapsed a flue	Want of water by vessel careening.			1,700	
Burst steam-pipe	Working of boat in a heavy sea			3,000	
Run on a rock			15	150,000	
Explosion of boiler	Want of water in the boiler.		80	20,000	The engineer was not licensed.
Burned	Supposed to be set on fire.			120,000	
Sprung a leak and beached.				40,000	
Collision with steamer Ohio.	Negligence of pilot			20,000	Sunk, total loss; boat alone.
Snagged and sunk				8,000	Total loss; boat alone.
do				16,000	Do.
do				18,000	Do.
do				15,000	Do.
do				20,000	Do.
do				8,000	Total loss; cargo, $62,000.
do				6,000	Total loss; boat alone.
Sunk by ice at wharf				7,000	Do.
Snagged and sunk				8,000	Do.
do		2		5,000	Total loss; cargo, $5,000.
do				54,511	Total loss.
do				3,000	Total loss; cargo, $5,000.

TABLE—

District.	Name of boat.	Date of accident.	Place of occurrence.
St Louis—Continued.....	Pike.....	May 10, 1854	Mississippi river.....
	Gossamer.....	June 19, 1854	.....do.....
	Umpire No. 2.....	Aug. 1, 1854	Arkansas river.....
	Volante.....	Nov. 4, 1853	Yazoo river.....
	Wyoming.....	Dec. 16, 1853	Illinois river.....
	Caroline.....	Mar. 5, 1854	White river.....
	Kate Kearney.....	Feb. 16, 1854	Mississippi river.....
	Timour No. 2.....	Aug. 26, 1854	Missouri river.....
	Golden Era.....	Oct. 11, 1853	Mississippi river.....
	Delaware.....	Oct. 5, 1853	.....do.....
	Timour No. 2.....	Dec. 6, 1853	Missouri river.....
	Vienna.....	Dec. 8, 1853	Mississippi river.....
	Cincinnati.....	Dec. 11, 1853	.....do.....
	Excelsior.....	Feb. 11, 1854	.....do.....
	Cataract.....	Feb. 26, 1854	.....do.....
	Federal Arch.....	Mar. 22, 1854	.....do.....
	Garden City.....	Feb. 2, 1854	.....do.....
	Ne Plus Ultra.....	May 6, 1854	.....do.....
	Isabella.....	Aug. 28, 1854	.....do.....
	Peter Tellon.....	June 5, 1854	.....do.....
	New Lucy.....	Oct. 1, 1854	Missouri river.....
	Ironton.....	Oct. 24, 1854	.....do.....
	Wenona.....	Oct. 27, 1854	.....do.....
	St. Nicholas.....	Oct. 27, 1854	Mississippi river.....
	Saranac No. 2.....	Nov. 4, 1854	Missouri river.....
	Endeavor.....	Nov. 6, 1854	Mississippi river.....
	Cataract.....	Nov. 19, 1854	.....do.....
	Sam. Gatty.....	Nov. 23, 1854	.....do.....
	Pacific.....	.....do.....	.....do.....
	Grand Tower.....	Nov. 25, 1854	.....do.....
	Chancellor No. 3...	Dec. 7, 1854	.....do.....
	Hindoo.....	Dec. 9, 1854	.....do.....
	Grand Prairie.....	Dec. 14, 1854	.....do.....
	Illinois Belle.....	Dec. 20, 1854	.....do.....
	Thomas P. Ray...	.....do.....	White river.....
	Westerner.....	Jan. 3, 1855	Mississippi river.....
	Obion.....	Jan. 21, 1855	Illinois river.....
	Honduras.....	Jan. 25, 1855	Mississippi river.....
	Eliza.....	.....do.....	.....do.....
	Hindoo.....	Jan. 28, 1855	.....do.....
	Alhambra.....	Feb. 6, 1855	.....do.....
	Badger State.....	.....do.....	.....do.....
	Buckeye Belle....	Feb. 9, 1855	.....do.....
	Howard.....	.....do.....	.....do.....
	Norma.....	Feb. 12, 1855	.....do.....

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Snagged and sunk		5	5	$25,000	Total loss; boat alone.
do				6,000	Do.
do				2,000	Do.
Burned	Breaking of a vessel of alcohol.		1	12,000	Do.
do				2,500	Do.
do	Took fire from boilers on deck.	10	45	10,000	Total loss; cargo, $75,000.
Exploded her boilers.	Burning of boiler bottom.	7	8	6,000	Total loss; boat alone.
do	Cause uncertain	13	4	8,000	Do.
Snagged and sunk				3,000	Raised.
do				2,000	Do.
do				2,000	Do.
do				1,000	Do.
do				1,500	Do.
do				1,500	Do.
do				2,000	Do.
do				1,500	Do.
Sunk by ice				4,000	Do.
Sunk and raised				1,000	Do.
Snagged and sunk				35,500	Do.
do				2,000	Do.
Upper works demolished by storm and vessel sunk.				3,000	Do.
Snagged and sunk				4,000	Do.
do				1,500	Raised; cargo, $1,000.
Struck a rock near Cairo.				20,000	Raised.
Snagged and sunk				2,000	Do.
do				Unknown.	Do.
do				6,900	Do.
Sunk in a storm				500	Do.
Snagged and sunk				44,300	Total loss.
Struck a rock near Cairo.				51,640	Do.
Snagged and sunk				36,000	Do.
do				2,000	Raised; cargo, $2,500.
do				12,000	Total loss.
do				12,000	Total loss; cargo, $20,000.
Burst stand-pipe			5	200	
Struck a rock				30,000	Raised.
Collision				3,500	Lost; cargo, $3,000.
Snagged and sunk				33,493	Lost.
do				45,000	Do.
do				22,000	
Sunk by ice				1,000	Raised.
do				2,000	Do.
Snagged and sunk				4,500	Do.
Took fire and sunk				5,000	Raised; cargo, $15,000
Snagged and sunk				46,000	Total loss.

TABLE—

Districts.	Name of boat.	Date of accident.	Place of occurrence.
St. Louis—Continued	Dresden	Feb. 15, 1855	Mississippi river .....
	H. D. Bacon.....	Feb. 18, 1855	.....do.....
	James Robb.....	Feb. 17, 1855	.....do.....
	Georgetown	Mar. 23, 1855	.....do.....
	Americus	Mar. 27, 1855	Illinois river.....
	Bay City	Mar. 30, 1855	Mississippi river .....
	Reindeer.....	April 7, 1855	.....do.....
	El Paso.....	April 10, 1855	Missouri river .....
	Banner State	April 11, 1855	.....do.....
	Express	April 12, 1855	.....do.....
	Clara	April 13, 1855	.....do.....
	Conawago	April 18, 1855	Mississippi river .....
	Mary Cole.....	April 22, 1855	Missouri river .....
	R. H. Lee	April 23, 1855	Mississippi river .....
	Georgetown	May 11, 1855	Missouri river .....
	Clendy Burke	May 24, 1855	Mississippi river .....
	Keystone State ...	May 31, 1855	Missouri river .....
	Australia	June 9, 1855	.....do.....
	Young America...	June 14, 1855	Illinois river.....
	Belle Goulding....	.....do.....	Mississippi river .....
	Express	June 15, 1855	Missouri river .....
	Kate Sweney	July 31, 1855	.....do.....
	Ben. West.....	Aug. 10, 1855	.....do.....
	Wm. Philips.....	Aug. 12, 1855	Osage river.....
	Lazear	Sept. 17, 1855	White river .....
Sixth supervising district.			
Louisville and Nashville....	Reindeer.....	Mar. 13, 1854	Ohio river.....
	Sophia	Feb. 29, 1854	Green river.....
	John McFadden...	April 27, 1854	Ohio river.....
	White River.....	July 31, 1854	Green river.....
	Fashion.....	June 13, 1855	Ohio river.....
	Culbert	June 26, 1855	Tennessee river.....
	Fanny Farrar.....	Jan. 24, 1855	Cumberland river .....
	Huntsville.....	Mar. 27, 1855	Tennessee river. .....
	Cape May.....	Aug. 2, 1854	Ohio river.....
	Rescue	Sept. 14, 1854	.....do.....

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Snagged and sunk				$10,900	Total loss.
Struck a rock				61,000	Do.
Snagged and sunk				50,000	Do.
do				500	Raised; cargo, $2,000.
do				8,000	Total loss; cargo, $20,000.
do				500	Raised; cargo, $300.
Collapse of flue	Rusted out and became thin.	1		2,500	
Snagged and sunk				8,000	Total loss; cargo, $20,000.
do				10,000	Total loss; cargo, $10,000.
do				200	Raised; cargo, $1,000.
do				500	Raised; cargo, $5,000.
Sunk in storm				2,000	Raised; cargo, $10,000
do				2,000	Total loss; cargo, $5,000.
Collision with steamer Ocean Wave.				2,000	Total loss; cargo, $3,000.
Snagged and sunk				8,200	Total loss; cargo, $23,000.
do				25,000	Total loss.
do				14,000	Total loss; cargo, $7,000.
do				6,000	Raised; cargo, $38,000
do				2,500	Raised; cargo, $12,000
do				15,000	Total loss; cargo, $28,000.
do				3,000	Total loss; cargo, $4,500.
do				12,000	Total loss; cargo, $3,000.
do				6,000	Total loss; cargo, $2,000.
do				2,000	Total loss; cargo, $15,000.
Collision with Luella		2		500	
Collapse of two flues	Unaccounted for	6	34	2,500	
Sunk by striking pier	Mismanagement			4,000	
Collision with steamer	Negligence		3	30,000	St'mer S. T. J. Trabue.
Snagged and sunk				2,000	Raised and repaired.
Run against bank in fog				5,000	
Burned	Caught in cotton bales			20,000	
Snagged and sunk				2,500	Raised.
Burned	Caught in cotton bales			275,000	Burned at Hamburg landing.
Snagged and sunk		4	14	12,000	Loaded with iron; sunk instantaneously.
Snagged				500	Partially injured.

TABLE—

District.	Name of boat.	Date of accident.	Place of occurrence.
Louisville and Nashville—Continued.	Malta	Sept. 29, 1854	Ohio river
	Evansville	April 8, 1855	do
	William Knox	April 22, 1855	do
	Lexington	June 30, 1855	do
	Bedford	Jan. 1, 1855	Cumberland river
	Republic	Jan. 29, 1855	do
Seventh supervising district.			
Wheeling	Fanny Fern	Feb. 2, 1854	Ohio river
	Falls City	May 2, 1854	do
Cincinnati	Express	Aug. 10, 1853	do
	Ohio	May —, 1854	do
	Alleghany Clipper	Dec. 2, 1854	do
	La Belle	Dec. —, 1854	do
	J. C. Fremont	Jan. 4, 1855	do
	Hartford	Jan. 22, 1855	Cincinnati
	Caledonia	Feb. 23, 1855	Ohio river
	Kentucky Home	July 30, 1855	do
	Lancaster No. 3	July 31, 1855	do
	Golden Gate	Sept. 27, 1855	do
Eighth supervising district.			
Chicago	West Newton	Oct. 13, 1853	Upper Mississippi
	Arctic	Nov. 14, 1853	Lake Michigan
	Pacific	Nov. 21, 1853	do
	Fashion	June 6, 1854	do
	Ben. Franklin	May —, 1854	Mississippi river
	Lamartine	April 11, 1854	do
	Iola	June 6, 1854	Minnesota river
	Vanness Barlow	Aug. 7, 1854	Wisconsin river
	Lady Elgin	Aug. 30, 1854	Lake Michigan
	Nominee	Oct. —, 1854	Mississippi river
	Westmorland	Dec. 2, 1854	Lake Michigan
	War Eagle	April 19, 1855	Mississippi river
	Fanny Fern	April 19, 1855	do
	Forest Rose	April 19, 1855	do
	Sevastopol	April 21, 1855	Lake Michigan
	Forest City	Sept. 21, 1855	do
Detroit	Albany	Nov. 26, 1853	Lake Huron
	Garden City	May 19, 1854	do
	E. K. Collins	Oct. 8, 1854	Detroit river
	Bucephalus	Nov. 12, 1854	Lake Huron
	Oregon	April 20, 1855	Detroit river

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Struck a log	.....	....	3	$2,500	Boat sunk and raised.
Snagged and sunk	.....	....	.....	25,000	Raised.
Burned	Cause unknown	....	.....	12,000	
Explosion of boilers	Negligence	12	18	40,000	Inspected and registered in St. Louis.
Burned	Cause unknown	....	.....	10,000	
Struck a log and sunk	.....	....	.....	4,000	
Collision with T. Swan	Deceived by lights on shore.	1	.....	15,000	Thos. Swan, licensed steamer.
Collision with Ionian	Neglect of pilot of Ionian.	....	.....	200	Ionian, licensed st'mer.
Collision with Envoy	Pilot had no license	....	.....	300	Envoy, licensed st'mer.
Snagged and sunk	.....	....	.....	3,000	
..... do	.....	....	.....	3,000	
..... do	.....	....	.....	6,000	
Collision with Switzerland.	Neglect of pilot of Switzerland.	....	.....	1,000	Switzerland, licensed steamer.
Burned her boilers	Neglect	....	.....	2,000	
Collision with Endeav'r	Neglect of pilot rules	....	.....	300	Endeavor, licensed steamer.
Collision with Telegraph No. 3.	..... do	3	.....	47,000	Kentucky Home, lost.
Burst a steam pipe	Defect in manufacture	5	.....	200	
Collision with steamer Ohio.	Neglect of pilot rules	3	.....	500	
Snagged	.....	....	.....	5,000	
Beached	Gale	....	.....	5,000	
Break of machinery	.....	....	.....	5,000	
Beached	Gale	....	.....	6,000	
Collision	Unavoidable accident	....	.....	5,000	
Snagged	.....	....	.....	2,000	
..... do	.....	....	.....	1,000	
Exploded boiler	Neglect of engineer	2	.....	2,000	
Struck a rock	Dense fog	....	.....	12,000	
Snagged	.....	....	.....	5,000	
Foundered	Gale	12	5	50,000	
Collision	With a freight steamer	1	.....	2,000	
Cabin blown off	Gale	....	.....	2,000	
Collision	Fault of pilot	....	.....	4,000	
Beached	Gale	6	.....	110,000	
Collision	During a fog	....	.....	100,000	
Beached	Gale	....	.....	30,000	
Wrecked	Struck a rock	....	.....	50,000	
Fire	Not known	14	9	105,000	
Foundered	Lost her rudder in a gale.	8	2	60,000	
Exploded	Not known; both engineers killed.	5	7	12 000	

TABLE—

District.	Name of boat.	Date of accident.	Place of occurrence.
Ninth supervising district.			
Buffalo	St. Lawrence	July 24, 1853	Lake Erie
	Louisiana	June 24, 1853	do
	Mississippi	Aug. 17, 1853	do
	May Queen	Sept. 19, 1853	do
	Queen City	Oct. 25, 1853	do
	Louisiana	Nov. 21, 1853	do
	Brunswick	Dec. 3, 1853	do
	Granite State	Dec. 17, 1853	do
Cleveland	Queen of the West.	June 4, 1855	do
	J. W. Brooks	July 7, 1855	do

Continued.

Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.	Remarks.
Collision	Thick weather	....	.....	$3,000	
..... do	..... do	....	.....	1,800	
Collapse of flue	.....	1	.....	1,000	
Broke both shafts	.....	....	.....	5,000	
Sunk	Struck a rock	....	.....	3,973	
..... do	Struck her anchor	....	.....	4,000	
Foundered	Gale	....	.....	2,000	
Beached	..... do	....	.....	1,000	
Collision	With a sloop	1	.....	.....	
Explosion	Accident	3	.....	8,000	

NOTE.—District of Savannah, Ga., no accident; district of Norfolk, Va., no report, on account of fever at that place; district of Pittsburg, Pa., no accident; district of Burlington, Vt., no accident.

Table showing the number of steamers burned or sunk at the wharf, subject to the law of 1852, *from May* 30, 1853, *to September*, 1855.

District.	Name of boat.	Date of accident.	Place of occurrence.	Nature of accident.	Cause of accident.	Crew lost.	Passengers lost.	Pecuniary loss.
Second district.								
New York	Economy	---- ---- 1854	New York	Not known				
Do	Wave	---- ---- 1854	do	do				
Do	Cherokee	---- ---- 1854	do	do				
Philadelphia	John Stevens	July 17, 1855	White Hill		Supposed cause incendiary	2		$95,000
Third district.								
Charleston	Marlboro'	Dec. 22, 1853	Charleston	Explos'n of boilers		14		32,000
Savannah	Oregon	Sept. 8, 1854	Savannah	Sunk	Caused by gale			8,000
Do	William Gaston	Oct. 7, 1854	do	Incendiary				4,000
Fourth district.								
New Orleans	Georgia	July 28, 1854	Lake Pontchartrain	Burned	Accidental		25	65,000
Do	Natchez	Feb. 11, 1854	New Orleans	do	do	2		95,000
Do	Saxon	do	do	do	do			75,000
Do	Mohican	do	do	do	do			18,000
Do	Crescent	do	do	do	do			16,000
Do	Charles Belcher	do	do	do	do			260,000
Do	Lish Tuna	do	do	do	do			60,000
Do	Falcon	April 25, 1855	Algiers	do	do			5,000
Mobile	Ambassador	Feb. 25, 1854	Mobile wharf	do	do			30,000
Do	Sam Dale	do	do	do	do			30,000
Do	Wade Allen	July 30, 1855	do	do	do		1	3,000
Seventh district.								
Pittsburg	Manchester	July —, 1853	Near Pittsburg	do	Cause not known			20,000

Cincinnati	James Millingen	June 15, 1853	Cincinnati	do	Cause supposed incendiary		6,000
Do	Memphis	do	do	do	do do		4,000
Do	North America	Sept. 8, 1853	do	do	do do		4,000
Do	Clara	do	do	do	do do		4,000
Eighth district.							
Chicago	Traveller	July 12, 1854	Chicago	do	Cause unknown		12,000
Do	Prairie State	July 4, 1855	Rock island	do	Cause accidental		6,000
Do	Kentucky	do	do	do	do do		4,000

No accidents included in this table have occurred in districts Nos. 1, 5, 6, and 9.

List of steamers subject to the law of August 30, 1852, and of those that are not, with the tonnage of each.

Name of district.	Number of boats licensed.	Tonnage.	Total tonnage.	Number of boats not licensed.	Tonnage.	Total tonnage.	Remarks.
Portland	9	4,872		2	460		
Boston	31	15,337		22	5,414		
New London	21	9,769		16	4,000		
			29,978			9,814	
New York	129	76,697		17	44,459		
Philadelphia	47	17,277		124	17,051		
			93,974				
Baltimore	40	16,186		17	1,628		
Norfolk	11	2,164		6	500		No report on account of fever.
Charleston	24	7,550		25	2,835		
Savannah	7	1,927		12	1,830		
			27,827				
New Orleans	*106	33,469		33	9,936		
Mobile	35	9,130		4	708		
Galveston	11	2,166		7	827		
San Fancisco	33	19,714		10			No report.
Apalachicola	7	1,318					
Franklin, La	2	385		4	810		
Vicksburg	2	385		6	530		
Point Isabel	3	635					
			67,202				
St. Louis	104	34,710	34,710	64	8,308	8,308	
Louisville	81	27,466		8	1,700		
Nashville	39	9,571		3	300		
			37,037			2,000	
Pittsburg	101	22,691		42	3,877		
Wheeling	34	6,378		14	766		
Cincinnati	68	21,909		28	3,691		
			50,978			8,334	
Chicago	16	5,847		24	2,105		
Detroit	25	15,287		48	6,236		
Supervising	18	2,695					
			23,829				
Buffalo	31	28,815		28	9,956		
Cleveland	23	6,903		3	749		
Oswego	6	5,087		2	505		
Burlington	7	3,121		8	1,520		
Sandusky	2	334		2	141		
			44,260			12,871	
Total tons			409,795				

* Twenty of these boats, in the inspected list, are laid up at New Orleans on account of low water in the rivers in which they run, and have not been inspected this season.

No. 56.

CIRCULARS ISSUED SINCE DATE OF LAST REPORT.

CIRCULAR TO COLLECTORS, No. 41.

TREASURY DEPARTMENT, *January* 17, 1855.

SIR: You are hereby instructed, in rendering your weekly warehouse returns of entries for transportation and for re-warehousing of merchandise between the ports of the United States, under "general regulations" No. 20, dated 20th March, 1854, to report, in an additional column, *the amount of the duties on the merchandise*, in each case transported.

Collectors at the port of destination will report in the same manner, *when the duties are paid.*

Your returns, hereafter, must exhibit, in succession, all the entries destined to each port.

Very respectfully,
JAMES GUTHRIE,
Secretary of the Treasury.

To ——— ———,
Collector of the Customs.

FORM A.—FOR TRANSPORTATION.

Name of importer or owner.	Description of merchandise.	Amount of duties.	Date of transportation entry.	Where destined.

FORM B.—FOR RE-WAREHOUSING.

Name of importer or owner.	Description of merchandise.	Amount of duties.	Date of warehousing entry.	From what port transported.

GENERAL REGULATIONS, No. 42.

To collectors and other officers of the customs.

TREASURY DEPARTMENT,
February 16, 1855.

Collectors of the customs will report all cases of seizures made for infractions of the revenue laws, to the Secretary of the Treasury, within three days after such seizures shall have been made, specifying, in such report, the property seized, for what offence, and how and on what terms it is kept, and a brief statement of facts and circumstances giving rise to the seizure.

This report, it will be distinctly understood, is to be made to the Secretary of the Treasury, and is not to supersede the report now required to be made by collectors to the Solicitor of the Treasury in regard to fines, penalties, forfeitures, and seizures, which will continue to be made as heretofore.

JAMES GUTHRIE,
Secretary of the Treasury.

[Circular No. 43 not issued.]

GENERAL REGULATIONS, No. 44.

Under reciprocity treaty between the United States and Great Britain, of 5th June, 1854.

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *March* 17, 1855.

The President of the United States has, by proclamation bearing date the 16th day of March, 1855, issued, in pursuance of authority vested in him by the act of Congress approved the 5th of August, 1854, entitled "An act to carry into effect a treaty between the United States and Great Britain," signed on the 5th day of June, 1854, declared that, satisfactory information having been received by him that the imperial Parliament of Great Britain, and the provincial Parliaments of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, have passed laws, on their part, to give full effect to the provisions of said treaty, the articles being the growth and produce of the above-named provinces, enumerated in the schedule annexed to the third article of the treaty aforesaid, shall, from the date of said proclamation, be introduced into the United States free of duty, so long as said treaty shall remain in force, subject, however, to be suspended in relation to the trade with Canada, on the condition mentioned in the fourth article of said treaty. It therefore becomes the duty of this department, in order to carry into effect the provisions of the act approved March 2, 1855, entitled "An act to amend an act to carry into effect a treaty between the United States and Great

Britain, signed on the 5th of June, 1854, and approved August 5, 1854," to issue the following instructions:

Collectors and other officers of the customs will immediately, on receipt of this circular, transmit to the department a statement of all the receipts issued at their respective offices, on entries for consumption of the articles specified in the schedule before referred to, in pursuance of the directions contained in instructions to certain collectors, dated the 16th October, 1854, and general regulations No. 36, dated 10th November, 1854, which statement will show the names of the parties to whom issued, the amount of the duties for which the respective receipts were given, the quantity and description of the article or articles on which levied, the date of the entries, the name and nation of the vessel or other vehicle, and the places whence arriving. They will also transmit a statement of all bonds given upon entries for warehousing of the articles referred to, giving such particulars of the transaction as will show the true object of said bonds.

It will be perceived that, agreeably to the stipulations of this treaty, from and after the 16th instant, the date of the President's proclamation, the articles enumerated in the 3d article thereof, when of the growth or production of either of the provinces named in said proclamation, are to be admitted to free entry, when imported into the United States from such province; but due entry thereof must be made in conformity with the 7th section of the act of Congress "to provide for obtaining accurate statements of the foreign commerce of the United States," approved the 10th February, 1820.

In the enumeration above referred to, the several articles to be admitted without the payment of duty are, in most instances, specified with sufficient clearness. It is conceived, however, that to obviate difficulty or misconstruction, it becomes proper to state that, in regard to the class of woods, as given in said enumeration under the title of "timber and lumber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part," the following specified articles, decisions in respect to all of which, with the exception of the article laths, have been heretofore made by this department under the existing tariff act, are to be considered as *manufactures of wood*, and therefore not admissible to free entry, namely: beams, boards, planks, joists, shingles, laths, lasts, staves, hoops, headings, masts, spars, knees, canes, palings, pickets, posts, rails, rail-ties, or any other article of wood, entered under the designation of timber or lumber, or otherwise, if fully manufactured and fit for use as imported, or manufactured in whole or in part by planing, turning, or any process of manufacture other than hewing or sawing.

Application for the return of duties under this circular, and the cancellation of bonds for merchandise warehoused in bond, must be made to the Secretary of the Treasury, accompanied by the proper proof.

You will find the President's proclamation, and the several laws referred to, annexed, together with the reciprocity treaty.

JAMES GUTHRIE,
Secretary of the Treasury.

By the President of the United States of America.

A PROCLAMATION.

Whereas, by an act of the Congress of the United States approved the fifth day of August, one thousand eight hundred and fifty-four, entitled "An act to carry into effect a treaty between the United States and Great Britain, signed on the fifth day of June, eighteen hundred and fifty-four," it is provided that, whenever the President of the United States shall receive satisfactory evidence that the imperial Parliament of Great Britain, and the provincial Parliaments of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, have passed laws on their part to give full effect to the provisions of the said treaty, he is authorized to issue his proclamation declaring that he has such evidence;

And whereas satisfactory information has been received by me that the imperial Parliament of Great Britain, and the provincial Parliaments of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, have passed laws on their part to give full effect to the provisions of the treaty aforesaid:

Now, therefore, I, FRANKLIN PIERCE, President of the United States of America, do hereby declare and proclaim that, from this date, the following articles, being the growth and produce of the said provinces of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island—to wit: grain, flour, and breadstuffs of all kinds; animals of all kinds; fresh, smoked, and salted meats; cotton-wool; seeds and vegetables; undried fruits; dried fruits; fish of all kinds; products of fish and all other creatures living in the water; poultry; eggs; hides, furs, skins, or tails, undressed; stone or marble in its crude or unwrought state; slate; butter, cheese, tallow, lard; horns; manures; ores of metals of all kinds; coal; pitch, tar, turpentine; ashes; timber and lumber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part; fire-wood, plants, shrubs, and trees; pelts; wool; fish-oil; rice; broom-corn and bark; gypsum, ground or unground; hewn or wrought or unwrought burr or grindstones; dyestuffs; flax, hemp, and tow, unmanufactured; unmanufactured tobacco; rags;—shall be introduced into the United States free of duty, so long as the said treaty shall remain in force; subject, however, to be suspended in relation to the trade with Canada, on the condition mentioned in the fourth article of the said treaty; and that all the other provisions of the said treaty shall go into effect and be observed on the part of the United States.

Given under my hand, at the city of Washington, the sixteenth day of March, in the year of our Lord one thousand eight [L. S.] hundred and fifty-five, and of the independence of the United States the seventy-ninth.

FRANKLIN PIERCE.

By the President:

W. L. MARCY, *Secretary of State.*

AN ACT to carry into effect a treaty between the United States and Great Britain, signed on the fifth day of June, eighteen hundred and fifty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That whenever the President of the United States shall receive satisfactory evidence that the imperial Parliament of Great Britain, and the provincial Parliaments of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island, have passed laws on their part to give full effect to the provisions of the treaty between the United States and Great Britain, signed on the fifth of June last, he is hereby authorized to issue his proclamation declaring that he has such evidence, and thereupon, from the date of such proclamation, the following articles, being the growth and produce of said provinces of Canada, New Brunswick, Nova Scotia, and Prince Edward's Island—to wit: grain, flour, and breadstuffs of all kinds; animals of all kinds; fresh, smoked, and salted meats; cotton-wool; seeds and vegetables; undried fruits; dried fruits; fish of all kinds; products of fish and all other creatures living in the water; poultry; eggs; hides, furs, skins, or tails, undressed; stone or marble in its crude or unwrought state; slate; butter, cheese, tallow, lard; horns; manures; ores of metals of all kinds; coal; pitch, tar, turpentine; ashes; timber and lumber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part; firewood, plants, shrubs, and trees; pelts; wool; fish-oil; rice; broom-corn and barks; gypsum, ground or unground; hewn or wrought or unwrought burr or grindstones; dye-stuffs; flax, hemp, and tow, unmanufactured; unmanufactured tobacco; rags;—shall be introduced into the United States free of duty so long as the said treaty shall remain in force; subject, however, to be suspended in relation to the trade with Canada, on the condition mentioned in the fourth article of the said treaty. And all the other provisions of the said treaty shall go into effect, and be observed on the part of the United States.

SEC. 2. *And be it further enacted*, That whenever the island of Newfoundland shall give its consent to the application of the stipulations and provisions of the said treaty to that province, and the legislature thereof and the imperial Parliament shall pass the necessary laws for that purpose, the above enumerated articles shall be admitted free of duty from that province into the United States, from and after the date of a proclamation by the President of the United States declaring that he has satisfactory evidence that the said province has consented, in a due and proper manner, to have the provisions of the treaty extended to it, and to allow the United States the full benefits of all the stipulations therein contained.

Approved August 5, 1854.

AN ACT to amend "An act to carry into effect a treaty between the United States and Great Britain," signed on the fifth of June, eighteen hundred and fifty-four, and approved August fifth, eighteen hundred and fifty-four.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That from and after the date when the reciprocity treaty of the fifth June, eighteen hun-

dred and fifty-four, entered into between Great Britain and the United States, shall go into effect, the Secretary of the Treasury shall be, and he is hereby, authorized and required to refund, out of any money in the treasury, to the several persons entitled thereto, such sums of money as shall have been collected as duties on "fish of all kinds, the products of fish, and of all other creatures living in the water," imported into the United States from and after the eleventh day of September, eighteen hundred and fifty-four, the date of the promulgation by the President of the United States of the reciprocity treaty aforesaid, on proof, satisfactory to the said Secretary, that the articles aforesaid were the products of some one of the British provinces of New Brunswick, Canada, Nova Scotia, Newfoundland, or Prince Edward's Island, and imported therefrom into the United States, and duties duly paid thereon, which have not been refunded on export; and he is further authorized and required, from and after the day the treaty aforesaid shall go into effect, to cancel, on like satisfactory proof, any warehouse bonds, to secure the duties, that may have been given for any of said articles imported as aforesaid.

SEC. 2. *And be it further enacted*, That from and after the date when the reciprocity treaty of the fifth June, eighteen hundred and fifty-four, entered into between Great Britain and the United States, shall go into effect in the manner therein prescribed, the Secretary of the Treasury shall be, and he is hereby, authorized to refund, out of any money in the treasury not otherwise appropriated, to the persons entitled thereto, such sums of money as shall have been collected as duties on any of the articles enumerated in the schedule annexed to the third article of the reciprocity treaty aforesaid, imported into the United States from the British provinces of Canada, New Brunswick, and Nova Scotia, respectively, since the date of the acts of their respective governments admitting like articles into said provinces from the United States free of duty, on proof, satisfactory to the said Secretary, that the articles so imported were the products of Canada, New Brunswick, or Nova Scotia, as the case may be, and imported therefrom into the United States, and that the duties were duly paid thereon; and he is further authorized and required to cancel, from and after the date the treaty aforesaid shall go into effect, on like satisfactory proof, any warehouse bonds, to secure duties, which may have been given for any of the said articles imported as aforesaid. And the Secretary of the Treasury is also hereby invested with the same authority and power to refund the duties or cancel the warehouse bonds on any of the articles enumerated in said treaty, the produce of Prince Edward's Island or Newfoundland, respectively, on said treaty going into operation, should it be proved, to the satisfaction of the said Secretary, that Prince Edward's Island or Newfoundland have admitted all of the articles enumerated in said treaty from the United States free of duty, prior to said treaty going into operation.

Approved March 2, 1855.

Reciprocity treaty between the United States of America and her Britannic Majesty: concluded 5th June, 1854; *ratified by the United States 9th August,* 1854; *exchanged 9th September,* 1854; *and proclaimed 11th September,* 1854.

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA.

A PROCLAMATION.

Whereas a treaty between the United States of America and her Majesty the Queen of the United Kingdom of Great Britain and Ireland was concluded and signed by their respective plenipotentiaries at Washington, on the 5th day of June last; which treaty is, word for word, as follows:

The government of the United States being equally desirous with her Majesty the Queen of Great Britain to avoid further misunderstanding between their respective citizens and subjects in regard to the extent of the right of fishing on the coasts of British North America, secured to each by article one of a convention between the United States and Great Britain, signed at London on the 20th day of October, 1818; and being also desirous to regulate the commerce and navigation between their respective territories and people, and more especially between her Majesty's possessions in North America and the United States, in such manner as to render the same reciprocally beneficial and satisfactory, have, respectively, named plenipotentiaries to confer and agree thereupon—that is to say, the President of the United States of America, William L. Marcy, Secretary of State of the United States, and her Majesty the Queen of the United Kingdom of Great Britain and Ireland, James, Earl of Elgin and Kincardine, Lord Bruce and Elgin, a peer of the United Kingdom, Knight of the most ancient and most noble Order of the Thistle, and governor-general in and over all her Britannic Majesty's provinces on the continent of North America, and in and over the Island of Prince Edward—who, after having communicated to each other their respective full powers, found in good and due form, have agreed upon the following articles:

ARTICLE 1. It is agreed by the high contracting parties that, in addition to the liberty secured to the United States fishermen by the above-mentioned convention of October 20, 1818, of taking, curing, and drying fish on certain coasts of the British North American colonies therein defined, the inhabitants of the United States shall have, in common with the subjects of her Britannic Majesty, the liberty to take fish of every kind, except shell-fish, on the seacoasts and shores, and in the bays, harbors, and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the coasts and shores of those colonies and the islands thereof, and also upon the Magdalen islands, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private

property, or with British fishermen, in the peaceable use of any part of the said coast in their occupancy for the same purpose.

It is understood that the above-mentioned liberty applies solely to the sea-fishery; and that the salmon and shad fisheries, and all fisheries in rivers, and the mouths of rivers, are hereby reserved, exclusively, for British fishermen.

And it is further agreed, that in order to prevent or settle any disputes as to the places to which the reservation of exclusive right to British fishermen, contained in this article, and that of fishermen of the United States, contained in the next succeeding article, apply, each of the high contracting parties, on the application of either to the other, shall, within six months thereafter, appoint a commissioner. The said commissioners, before proceeding to any business, shall make and subscribe a solemn declaration that they will impartially and carefully examine and decide, to the best of their judgment, and according to justice and equity, without fear, favor, or affection to their own country, upon all such places as are intended to be reserved and excluded from the common liberty of fishing under this and the next succeeding article, and such declaration shall be entered on the record of their proceedings.

The commissioners shall name some third person to act as an arbitrator or umpire in any case or cases on which they may themselves differ in opinion. If they should not be able to agree upon the name of such third person, they shall each name a person, and it shall be determined by lot which of the two persons so named shall be the arbitrator or umpire in cases of difference or disagreement between the commissioners. The person so to be chosen to be arbitrator or umpire shall, before proceeding to act as such in any case, make and subscribe a solemn declaration, in a form similar to that which shall already have been made and subscribed by the commissioners, which shall be entered on the record of their proceedings. In the event of the death, absence, or incapacity of either of the commissioners, or of the arbitrator or umpire, or of their or his omitting, declining, or ceasing to act as such commissioner, arbitrator or umpire, another and different person shall be appointed or named as aforesaid to act as such commissioner, arbitrator or umpire, in the place and stead of the person so originally appointed or named as aforesaid, and shall make and subscribe such declaration as aforesaid.

Such commissioners shall proceed to examine the coasts of the North American provinces and of the United States embraced within the provisions of the first and second articles of this treaty, and shall designate the places reserved by the said articles from the common right of fishing therein.

The decision of the commissioners, and of the arbitrator or umpire, shall be given in writing in each case, and shall be signed by them respectively.

The high contracting parties hereby solemnly engage to consider the decision of the commissioners conjointly, or of the arbitrator or umpire, as the case may be, as absolutely final and conclusive in each case decided upon by them or him, respectively.

ARTICLE 2. It is agreed by the high contracting parties that British

subjects shall have, in common with the citizens of the United States, the liberty to take fish of every kind, except shell-fish, on the eastern seacoasts and shores of the United States, north of the 36th parallel of north latitude, and on the shores of the several islands thereunto adjacent, and in the bays, harbors, and creeks of the said seacoasts and shores of the United States, and of the said islands, without being restricted to any distance from the shore; with permission to land upon the said coasts of the United States and of the islands aforesaid, for the purpose of drying their nets and curing their fish; provided that, in so doing, they do not interfere with the rights of private property, or with the fishermen of the United States in the peaceable use of any part of the said coasts in their occupancy for the same purpose.

It is understood that the above-mentioned liberty applies solely to the sea-fishery, and that salmon and shad fisheries, and all fisheries rivers and mouths of rivers, are hereby reserved exclusively for fishermen of the United States.

ARTICLE 3. It is agreed that the articles enumerated in the schedule hereunto annexed, being the growth and produce of the aforesaid British colonies or of the United States, shall be admitted into each country respectively free of duty.

SCHEDULE.

Grain, flour, and breadstuffs, of all kinds.
Animals of all kinds.
Fresh, smoked, and salted meats.
Cotton-wool, seeds, and vegetables.
Undried fruits, dried fruits.
Fish of all kinds.
Products of fish, and of all other creatures living in the water.
Poultry, eggs.
Hides, furs, skins, or tails, undressed.
Stone or marble, in its crude or unwrought state.
Slate.
Butter, cheese, tallow.
Lard, horns, manures.
Ores of metals, of all kinds.
Coal.
Pitch, tar, turpentine, ashes.
Timber and lumber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part.
Fire-wood.
Plants, shrubs, and trees.
Pelts, wool.
Fish-oil.
Rice, broom-corn, and bark.
Gypsum, ground or unground.
Hewn or wrought, or unwrought, burr or grindstones.
Dye-stuffs.
Flax, hemp, and tow, unmanufactured.
Unmanufactured tobacco.
Rags.

ARTICLE 4. It is agreed that the citizens and inhabitants of the United States shall have the right to navigate the river St. Lawrence, and the canals in Canada used as the means of communicating between the great lakes and the Atlantic ocean, with their vessels, boats, and crafts, as fully and freely as the subjects of her Britannic Majesty, subject only to the same tolls and other assessments as now are, or may hereafter be, exacted of her Majesty's said subjects; it being understood, however, that the British government retains the right of suspending this privilege on giving due notice thereof to the government of the United States.

It is further agreed, that if at any time the British government should exercise the said reserved right, the government of the United States shall have the right of suspending, if it think fit, the operation of article 3 of the present treaty, in so far as the province of Canada is affected thereby, for so long as the suspension of the free navigation of the river St. Lawrence or the canals may continue.

It is further agreed, that British subjects shall have the right freely to navigate Lake Michigan with their vessels, boats, and crafts, so long as the privilege of navigating the river St. Lawrence, secured to American citizens by the above clause of the present article, shall continue; and the government of the United States further engages to urge upon the State governments to secure to the subjects of her Britannic Majesty the use of the several State canals, on terms of equality with the inhabitants of the United States.

And it is further agreed, that no export duty, or other duty, shall be levied on lumber or timber of any kind cut on that portion of the American territory in the State of Maine watered by the river St. John and its tributaries, and floated down that river to the sea, when the same is shipped to the United States from the province of New Brunswick.

ARTICLE 5. The present treaty shall take effect as soon as the laws required to carry it into operation shall have been passed by the imperial Parliament of Great Britain and by the provincial Parliaments of those of the British North American colonies which are affected by this treaty on the one hand, and by the Congress of the United States on the other. Such assent having been given, the treaty shall remain in force for ten years from the date at which it may come into operation; and further, until the expiration of twelve months after either of the high contracting parties shall give notice to the other of its wish to terminate the same; each of the high contracting parties being at liberty to give such notice to the other at the end of the said term of ten years, or at any time afterwards.

It is clearly understood, however, that this stipulation is not intended to affect the reservation made by article 4 of the present treaty, with regard to the right of temporarily suspending the operations of articles 3 and 4 thereof.

ARTICLE. 6. And it is hereby further agreed, that the provisions and stipulations of the foregoing articles shall extend to the island of Newfoundland, so far as they are applicable to that colony. But if the imperial Parliament, the provincial Parliament of Newfoundland, or the Congress of the United States, shall not embrace in their laws,

enacted for carrying this treaty into effect, the colony of Newfoundland, then this article shall be of no effect; but the omission to make provision by law to give it effect, by either of the legislative bodies aforesaid, shall not in any way impair the remaining articles of this treaty.

ARTICLE 7. The present treaty shall be duly ratified, and the mutual exchange of ratifications shall take place in Washington within six months from the date hereof, or earlier if possible.

In faith whereof, we, the respective plenipotentiaries, have signed this treaty, and have hereunto affixed our seals.

Done in triplicate, at Washington, the fifth day of June, anno Domini one thousand eight hundred and fifty-four.

W. L. MARCY. [L. S.]
ELGIN AND KINCARDINE. [L. S.]

And whereas the said treaty has been duly ratified on both parts, and the respective ratifications of the same were exchanged in this city on the 9th instant, by William L. Marcy, Secretary of State of the United States, and John F. Crampton, esq., her Britannic Majesty's envoy extraordinary and minister plenipotentiary to this government, on the part of their respective governments:

Now, therefore, be it known, that I, FRANKLIN PIERCE, President of the United States of America, have caused the said treaty to be made public, to the end that the same, and every clause and article thereof, may be observed and fulfilled with good faith by the United States and the citizens thereof.

In testimony whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington, this eleventh day of September, in the year of our Lord one thousand eight hundred and fifty-
[L. S.] four, and of the independence of the United States the seventy-ninth.

FRANKLIN PIERCE.

By the President:
W. L. MARCY, *Secretary of State.*

GENERAL REGULATIONS, No. 45.

Under the act to regulate the carriage of passengers in steamships and other vessels, approved March 3, 1855.

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *March* 23, 1855.

The attention of collectors and other officers of the customs, as well as all persons interested and engaged in carrying passengers in steamships and other vessels, is specially called to the provisions of the annexed act of Congress, approved March 3, 1855, entitled "An act to regulate the carriage of passengers in steamships and other

vessels," and a strict compliance with its terms and provisions enjoined upon the aforesaid officers and other persons interested.

It will be observed that, whilst this act prescribes spaces of certain clear superficial feet of deck to each passenger, (other than cabin passengers,) it moreover fixes a maximum by restricting the number of such passengers allowed to be carried in any such vessel in the proportion of one to every two tons of said vessel's tonnage measurement, excluding children under the age of one year in the computation, and computing two children over one and under eight years of age as one passenger. It follows, that though a vessel might afford clear spaces of the dimensions indicated for a greater number of passengers than one to every two tons of her tonnage measurement, yet if the number shall exceed that allowed by her tonnage measurement, the penalties imposed by the law would attach; or if her tonnage measurement should allow a greater number of passengers than according to the clear spaces prescribed by law she could carry, yet if the number shall exceed that allowed by the clear spaces prescribed by law, the penalties imposed by the law would equally attach. In other words, the one rule, as to the number of passengers a vessel is entitled to carry, is a limitation upon the other. The tonnage of each vessel, according to custom-house measurement, must, therefore, be ascertained, as well as the measurement of the spaces allotted to passengers, in order to determine the number of passengers she is entitled to carry.

In order to determine the number of passengers a vessel is entitled to carry in accordance with the spaces prescribed by this act, the height between decks must be measured from the bottom edge of the carlings or deck beams to the top floor below; and no space shall be considered available for passengers that has not, when measured in this manner, the height called for by the law, as the case may be; nor shall any space in the vessel of a less width than four feet be measured; provided, however, if the vessel shall, in accordance with the provisions of the first section of this act, carry any portion of her cargo, or any other article or articles, on any of the decks, cabins, or other places appropriated to the use of passengers, in lockers or enclosures prepared for the purpose, the height between decks shall be measured from the bottom edge of the carlings or deck beams to the upper surface of said lockers or enclosed spaces, which shall be deemed and taken to be the deck or platform from which measurement shall be made for all the purposes of this act, and the spaces occupied by said lockers or enclosed spaces shall be deducted from the spaces allowable for the use of passengers.

For example: The spaces in the main and poop decks or platforms, and in the deck houses, if any there be, will be, 16 by 6 = 96 feet; lower deck, 18 by 6 =108 feet; two-deck vessels, 14 by $7\frac{1}{2}$ = 105 feet.

The encumbering by merchandise or stores, not the personal baggage of the passengers, except in lockers or enclosures prepared for the purpose, of any part of the space occupied by the passengers, will vitiate the whole space, unless the part so encumbered be separated from that so occupied, by a substantial bulkhead.

The deck or platform must be of a permanent nature, flush, and impervious to water.

Collectors will keep a special account of the moneys received under the 14th section of this act on account of deceased passengers; and, before making payments to any board or commission of the description mentioned in the law, will make a report to the department of the number and designation of the boards or commissions appointed and acting under the authority of the State in which their respective ports are situated, to enable the department to determine which is entitled to receive the same.

It will be perceived that the 19th section of this act expressly repeals all former laws on the subject, except so far as concerns the prosecution, recovery, distribution or remission of any fines, penalties, and forfeitures which may have been incurred under former laws prior to the day this act shall go into effect; which, with respect to vessels sailing from ports in the United States on the eastern side of the continent, is within thirty days from the time of its approval; with respect to vessels sailing from ports in the United States on the western side of the continent, and from ports in Europe, is within sixty days from the time of its approval; and with respect to vessels sailing from ports in other parts of the world, is within six months from the time of its approval. The provisions of existing laws will be enforced until this act shall go into effect, as above specified.

It is deemed sufficient only further to call your particular attention to the 1st, 2d, 6th, 10th, 11th, 14th, 15th, 16th, and 17th sections of this act, in which certain provisions, different from existing laws, have been enacted, and to state that all the requirements of said sections must be strictly enforced.

Collectors are directed to furnish the masters of all vessels engaged in transporting passengers between their respective ports and foreign countries, and each owner or consignee of any such vessels residing at their ports, with one copy of this circular.

JAMES GUTHRIE,
Secretary of the Treasury.

AN ACT to regulate the carriage of passengers in steamships and other vessels.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That no master of any vessel owned in whole or in part by a citizen of the United States, or by a citizen of any foreign country, shall take on board such vessel, at any foreign port or place, other than foreign contiguous territory of the United States, a greater number of passengers than in proportion of one to every two tons of such vessel, not including children under the age of one year in the computation, and computing two children over one and under eight years of age as one passenger. That the spaces appropriated for the use of such passengers, and which shall not be occupied by stores or other goods not the personal baggage of such passengers, shall be in the following proportions, viz: On the main and poop decks or platforms and in the deck houses, if there be any;

one passenger for each sixteen clear superficial feet of deck, if the height or distance between the decks or platform shall not be less than six feet; and on the lower deck, (not being an orlop deck,) if any, one passenger for eighteen such clear superficial feet, if the height or distance between the decks or platforms shall not be less than six feet, but so as that no passenger shall be carried on any other deck or platform, nor upon any deck where the height or distance between decks is less than six feet, with intent to bring such passenger to the United States, and shall leave such port or place and bring the same, or any number thereof, within the jurisdiction of the United States; or if any such master of any vessel shall take on board his vessel, at any port or place within the jurisdiction of the United States, any greater number of passengers than in the proportion aforesaid to the space aforesaid, or to the tonnage aforesaid, with intent to carry the same to any foreign port or place other than foreign contiguous territory as aforesaid, every such master shall be deemed guilty of a misdemeanor, and, upon conviction thereof before any circuit or district court of the United States, shall, for each passenger taken on board beyond the limit aforesaid, or the space aforesaid, be fined in the sum of fifty dollars, and may also be imprisoned, at the discretion of the judge before whom the penalty shall be recovered, not exceeding six months; but should it be necessary for the safety or convenience of the vessel, that any portion of her cargo, or any other articles or article, should be placed on, or stored in, any of the decks, cabins, or other places appropriated to the use of passengers, the same may be placed in lockers or enclosures prepared for the purpose, on an exterior surface impervious to the wave, capable of being cleansed in like manner as the decks or platforms of the vessel. In no case, however, shall the places thus provided be deemed to be a part of the space allowable for the use of passengers, but the same shall be deducted therefrom, and in all cases where prepared or used, the upper surface of said lockers or enclosed spaces shall be deemed and taken to be the deck or platform from which measurement shall be made for all the purposes of this act. It is also provided, that one hospital in the spaces appropriated to passengers, and separate therefrom by an appropriate partition, and furnished as its purposes require, may be prepared, and, when used, may be included in the space allowable for passengers, but the same shall not occupy more than one hundred superficial feet of deck or platform: *Provided*, That on board two-deck ships, where the height between the decks is seven and one-half feet or more, fourteen clear superficial feet of deck shall be the proportion required for each passenger.

SEC. 2. *And be it further enacted*, That no such vessel shall have more than two tiers of berths, and the interval between the lowest part thereof and the deck or platform beneath shall not be less than nine inches, and the berths shall be well constructed, parallel with the sides of the vessel, and separated from each other by partitions, as berths ordinarily are separated, and shall be at least six feet in length and at least two feet in width, and each berth shall be occupied by no more than one passenger; but double berths of twice the above width may be constructed, each berth to be occupied by no more, and by no

other, than two women, or by one woman, and two children under the age of eight years, or by husband and wife, or by a man and two of his own children under the age of eight years, or by two men, members of the same family; and if there shall be any violation of this section in any of its provisions, then the master of the vessel and the owners thereof shall severally forfeit and pay the sum of five dollars for each passenger on board of said vessel on such voyage, to be recovered by the United States in any port where such vessel may arrive or depart.

SEC. 3. *And be it further enacted*, That all vessels, whether of the United States or any foreign country, having sufficient capacity or space, according to law, for fifty or more passengers, (other than cabin passengers,) shall, when employed in transporting such passengers between the United States and Europe, have, on the upper deck, for the use of such passengers, a house over the passage-way leading to the apartments allotted to such passengers below deck, firmly secured to the deck or combings of the hatch, with two doors, the sills of which shall be at least one foot above the deck, so constructed that one door or window in such house may at all times be left open for ventilation; and all vessels so employed, and having the capacity to carry one hundred and fifty such passengers or more, shall have two such houses; and the stairs or ladder leading down to the aforesaid apartment shall be furnished with a hand-rail of wood or strong rope; but booby hatches may be substituted for such houses.

SEC. 4. *And be it further enacted*, That every such vessel so employed, and having the legal capacity for more than one hundred such passengers, shall have at least two ventilators to purify the apartment or apartments occupied by such passengers; one of which shall be inserted in the after-part of the apartment or apartments, and the other shall be placed in the forward portion of the apartment or apartments, and one of them shall have an exhausting cap to carry off the foul air, and the other a receiving cap, to carry down the fresh air; which said ventilators shall have a capacity proportioned to the size of the apartment or apartments to be purified, namely: if the apartment or apartments will lawfully authorize the reception of two hundred such passengers, the capacity of such ventilators shall each be equal to a tube of twelve inches diameter in the clear, and in proportion for larger or smaller apartments; and all said ventilators shall rise at least four feet six inches above the upper deck of any such vessel, and be of the most approved form and construction; but if it shall appear, from the report to be made and approved, as hereinafter provided, that such vessel is equally well ventilated by any other means, such other means of ventilation shall be deemed and held to be a compliance with the provisions of this section.

SEC. 5. *And be it further enacted*, That every vessel carrying more than fifty such passengers, shall have for their use on deck, housed and conveniently arranged, at least one camboose or cooking range, the dimensions of which shall be equal to four feet long and one foot six inches wide, for every two hundred passengers; and provision shal be made in the manner aforesaid, in this ratio, for a greater or less number of passengers; but nothing herein contained shall take away

the right to make such arrangements for cooking between decks, if that shall be deemed desirable.

SEC. 6. *And be it further enacted*, That all vessels employed as aforesaid shall have on board, for the use of such passengers, at the time of leaving the last port whence such vessel shall sail, well secured under deck, for each passenger, at least twenty pounds of good navy bread, fifteen pounds of rice, fifteen pounds of oatmeal, ten pounds of wheat flour, fifteen pounds of peas and beans, twenty pounds of potatoes, one pint of vinegar, sixty gallons of fresh water, ten pounds of salted pork, and ten pounds of salt beef, free of bones, all to be of good quality; but at places where either rice, oatmeal, wheat flour, or peas and beans, cannot be procured, of good quality and on reasonable terms, the quantity of either or any of the other last named articles may be increased and substituted therefor; and, in case potatoes cannot be procured on reasonable terms, one pound of either of said articles may be substituted in lieu of five pounds of potatoes; and the captains of such vessels shall deliver to each passenger at least one-tenth part of the aforesaid provisions weekly, commencing on the day of sailing, and at least three quarts of water daily; and if the passengers on board of any such vessel in which the provisions and water herein required shall not have been provided as aforesaid, shall at any time be put on short allowance during any voyage, the master or owner of any such vessel shall pay to each and every passenger who shall have been put on short allowance the sum of three dollars for each and every day they may have been put on short allowance, to be recovered in the circuit or district court of the United States; and it shall be the duty of the captain or master of every such ship or vessel to cause the food and provisions of all the passengers to be well and properly cooked daily, and to be served out and distributed to them at regular and stated hours by messes, or in such other manner as shall be deemed best and most conducive to the health and comfort of such passengers; of which hours and manner of distribution due and sufficient notice shall be given. If the captain or master of any such ship or vessel shall wilfully fail to furnish and distribute such provisions, cooked as aforesaid, he shall be deemed guilty of a misdemeanor, and upon conviction thereof before any circuit or district court of the United States, shall be fined not more than one thousand dollars and shall be imprisoned for a term not exceeding one year: *Provided*, That the enforcement of this penalty shall not affect the civil responsibility of the captain or master and owners to such passengers as may have suffered from said default.

SEC. 7. *And be it further enacted*, That the captain of any such vessel so employed is hereby authorized to maintain good discipline and such habits of cleanliness among such passengers as will tend to the preservation and promotion of health; and to that end he shall cause such regulations as he may adopt for this purpose to be posted up, before sailing, on board such vessel, in a place accessible to such passengers, and shall keep the same so posted up during the voyage; and it is hereby made the duty of said captain to cause the apartments occupied by such passengers to be kept at all times in a clean, healthy state, and the owners of every such vessel so employed are required to

construct the decks, and all parts of said apartment, so that it can be thoroughly cleansed; and they shall also provide a safe, convenient privy or water-closet for the exclusive use of every one hundred such passengers. And when the weather is such that said passengers cannot be mustered on deck with their bedding, it shall be the duty of the captain of every such vessel to cause the deck occupied by such passengers to be cleansed with chloride of lime, or some other equally efficient disinfecting agent, and also at such other times as said captain may deem necessary.

SEC. 8. *And be it further enacted*, That the master and owner or owners of any such vessel so employed, which shall not be provided with the house or houses over the passage-ways, as prescribed in the third section of this chapter, or with ventilators, as prescribed in the fourth section of this chapter, or with the cambooses or cooking ranges, with the houses over them, as prescribed in the fifth section of this chapter, shall severally forfeit and pay to the United States the sum of two hundred dollars for each and every violation of, or neglect to conform to, the provisions of each of said sections; and fifty dollars for each and every neglect or violation of any of the provisions of the seventh section of this chapter, to be recovered by suit in any circuit or district court of the United States, within the jurisdiction of which the said vessel may arrive, or from which she may be about to depart, or at any place within the jurisdiction of such courts, wherever the owner or owners or captain of such vessel may be found.

SEC. 9. *And be it further enacted*, That the collector of the customs at any port of the United States at which any vessel so employed shall arrive, or from which any such vessel shall be about to depart, shall appoint and direct one or more of the inspectors of the customs for such port to examine such vessel, and report, in writing, to such collector, whether the requirements of law have been complied with in respect to such vessel; and if such report shall state such compliance, and shall be approved by such collector, it shall be deemed and held as *prima facie* evidence thereof.

SEC. 10. *And be it further enacted*, That the provisions, requisitions, penalties, and liens of this act, relating to the space in vessels appropriated to the use of passengers, are hereby extended and made applicable to all spaces appropriated to the use of steerage passengers in vessels propelled in whole or in part by steam, and navigating from, to, and between the ports, and in manner as in this act named, and to such vessels and to the masters thereof; and so much of the act entitled "An act to amend an act entitled 'An act to provide for the better security of the lives of passengers on board of vessels propelled in whole or in part by steam, and for other purposes,'" approved August thirtieth, eighteen hundred and fifty-two, as conflicts with this act, is hereby repealed; and the space appropriated to the use of steerage passengers in vessels so as above propelled and navigated, is hereby subject to the supervision and inspection of the collector of the customs at any port of the United States at which any such vessel shall arrive, or from which she shall be about to depart; and the same shall be examined and reported in the same manner, and by the same officers, by the next preceding section directed to examine and report.

SEC. 11. *And be it further enacted*, That the vessels bound from

any port in the United States to any port or place in the Pacific ocean, or on its tributaries, or from any such port or place to any port in the United States on the Atlantic or its tributaries, shall be subject to the foregoing provisions regulating the carriage of passengers in merchant vessels, except so much as relates to provisions and water; but the owners and masters of all such vessels shall in all cases furnish to each passenger the daily supply of water therein mentioned; and they shall furnish a sufficient supply of good and wholesome food, properly cooked; and in case they shall fail so to do, or shall provide unwholesome or unsuitable provisions, they shall be subject to the penalty provided in the sixth section of this chapter, in case the passengers are put on short allowance of water or provisions.

SEC. 12. *And be it further enacted*, That the captain or master of any ship or vessel arriving in the United States, or any of the Territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo, and if there be no cargo, then at the time of making report or entry of the ship or vessel, pursuant to law, shall also deliver and report to the collector of the district in which such ship or vessel shall arrive, a list or manifest of all the passengers taken on board of the said ship or vessel at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the age, sex, and occupation of the said passengers, respectively, the part of the vessel occupied by each during the voyage, the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any, and what number, have died on the voyage; which list or manifest shall be sworn to by the said master in the same manner as directed by law in relation to the manifest of the cargo; and the refusal or neglect of the master aforesaid to comply with the provisions of this section, or any part thereof, shall incur the same penalties, disabilities, and forfeitures as are provided for a refusal or neglect to report and deliver a manifest of the cargo aforesaid.

SEC. 13. *And be it further enacted*, That each and every collector of the customs, to whom such manifest or list of passengers as aforesaid shall be delivered, shall quarter-yearly return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and every session.

SEC. 14. *And be it further enacted*, That in case there shall have occurred on board any ship or vessel arriving at any port or place within the United States or its Territories any death or deaths among the passengers, (other than cabin passengers,) the master or captain, or owner or consignee, of such ship or vessel shall, within twenty-four hours after the time within which the report and list or manifest of passengers mentioned in section twelve of this act is required to be delivered to the collector of the customs, pay to the said collector the sum of ten dollars for each and every passenger above the age of eight years who shall have died on the voyage by natural disease; and the said collector shall pay the money thus received at such times and in such manner as the Secretary of the Treasury, by general rules, shall direct, to any board or commission appointed by and

acting under the authority of the State within which the port where such ship or vessel arrived is situated, for the care and protection of sick, indigent, or destitute emigrants, to be applied to the objects of their appointment; and if there be more than one board or commission who shall claim such payment, the Secretary of the Treasury, for the time being, shall determine which is entitled to receive the same, and his decision in the premises shall be final and without appeal: *Provided*, That the payment shall in no case be awarded or made to any board or commission or association formed for the protection or advancement of any particular class of immigrants, or emigrants of any particular nation or creed; and if the master, captain, or owner, or consignee of any ship or vessel refuse or neglect to pay to the collector the sum and sums of money required, and within the time prescribed by this section, he or they shall severally forfeit and pay the sum of fifty dollars in addition to such sum of ten dollars for each and every passenger upon whose death the same has become payable, to be recovered by the United States in any circuit or district court of the United States where such vessel may arrive, or such master, captain, owner, or consignee may reside; and when recovered, the said money shall be disposed of in the same manner as is directed with respect to the sum and sums required to be paid to the collector of customs.

SEC. 15. *And be it further enacted*, That the amount of the several penalties imposed by the foregoing provisions regulating the carriage of passengers in merchant vessels, shall be liens on the vessel or vessels violating those provisions, and such vessel or vessels shall be libelled therefor in any circuit or district court of the United States where such vessel or vessels shall arrive.

SEC. 16. *And be it further enacted*, That all and every vessel or vessels which shall or may be employed by the American Colonization Society, or the Colonization Society of any State, to transport, and which shall actually transport, from any port or ports of the United States to any colony or colonies on the west coast of Africa, colored emigrants to reside there, shall be, and the same are hereby, subjected to the operation of the foregoing provisions regulating the carriage of passengers in merchant vessels.

SEC. 17. *And be it further enacted*, That the collector of the customs shall examine each emigrant ship or vessel on its arrival at his port, and ascertain and report to the Secretary of the Treasury, the time of sailing, the length of the voyage, the ventilation, the number of passengers, their space on board, their food, the native country of the emigrants, the number of deaths, the age and sex of those who died during the voyage; together with his opinion of the cause of the mortality, if any, on board; and if none, what precautionary measures, arrangements, or habits, are supposed to have had any, and what, agency in causing the exemption.

SEC. 18. *And be it further enacted*, That this act shall take effect, with respect to vessels sailing from ports in the United States on the eastern side of the continent, within thirty days from the time of its approval; and with respect to vessels sailing from ports in the United States on the western side of the continent, and from ports in Europe,

within sixty days from the time of its approval; and with respect to vessels sailing from ports in other parts of the world, within six months from the time of its approval.

And it is hereby made the duty of the Secretary of State to give notice, in the ports of Europe and elsewhere, of this act, in such manner as he shall deem proper.

SEC. 19. *And be it further enacted*, That from and after the time that this act shall take effect with respect to any vessels, then in respect to such vessels the act of second March, eighteen hundred and nineteen, entitled "An act regulating passenger ships and vessels," the act of twenty-second of February, eighteen hundred and forty-seven, entitled "An act to regulate the carriage of passengers in merchant vessels," the act of second March, eighteen hundred and forty-seven, entitled "An act to amend an act entitled 'An act to regulate the carriage of passengers in merchant vessels,' and to determine the time when said act shall take effect," the act of thirty-first January, eighteen hundred and forty-eight, entitled "An act exempting vessels employed by the American Colonization Society in transporting colored emigrants from the United States to the coast of Africa from the provisions of the acts of the twenty-second February and second of March, eighteen hundred and forty-seven, regulating the carriage of passengers in merchant vessels," the act of seventeenth May, eighteen hundred and forty-eight, entitled "An act to provide for the ventilation of passenger vessels, and for other purposes," and the act of third March, eighteen hundred and forty-nine, entitled "An act to extend the provisions of all laws now in force relating to the carriage of passengers in merchant vessels, and the regulation thereof," are hereby repealed. But nothing in this act contained shall in anywise obstruct or prevent the prosecution, recovery, distribution, or remission of any fines, penalties, or forfeitures which may have been incurred in respect to any vessels prior to the day this act goes into effect, in respect to such vessels, under the laws hereby repealed, for which purpose the said law shall continue in force.

But the Secretary of the Treasury may, in his discretion, and upon such conditions as he shall think proper, discontinue any such prosecutions, or remit or modify such penalties.

Approved March 3, 1855.

GENERAL REGULATIONS, No. 46.

[Supplementary to Regulations No. 44.]

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *March* 31, 1855.

Inquiries having been submitted to this department on certain points in relation to the admission to free entry of articles, the growth or product of the British provinces, under the stipulations of the reciprocity treaty of 5th June, 1854, the following instructions, supple-

mentary to those heretofore issued, are transmitted for your information and government:

"Fish of all kinds, the products of fish, and of all other creatures living in the water," imported from any one of the provinces of New Brunswick, Canada, Nova Scotia, Newfoundland, or Prince Edward's Island, being the product of some one of those provinces, are entitled to free entry *from and after the 11th September*, 1854, the date of the promulgation of the said treaty by the President of the United States; and, by authority of the *first* section of the act of Congress to carry into effect the said treaty, approved the 2d March, 1855, any duties paid thereon after said 11th September, 1854, are to be returned, and any warehouse bond given to secure duties on the same since said date is to be cancelled, and the said articles delivered to the importers free of duty.

The articles referred to in the *second* section of the aforesaid act of Congress of 2d March, 1855, are to be entitled to free entry when imported from the province of *Canada*, from and after the 18th October, 1854, the date of the proclamation of the governor-general of that province in council; when from the province of *New Brunswick*, from and after the 11th November, 1854, the date of the proclamation of the governor of that province; and when from the province of *Nova Scotia*, from and after the 15th December, 1854, the date of the proclamation of the governor of that province; and, by authority of the second section of the act of Congress above mentioned, any duties paid on importations from the several provinces aforesaid, after such respective dates, are to be refunded, and any bonds for the payment of duties on such importations are to be cancelled, as the case may be.

The department being in possession of no information showing that the proclamation conditionally authorized by the act of the province of *Prince Edward's Island*, dated the 11th October, 1854, has been yet issued by the lieutenant-governor or other administrator of the government, the privileges accorded by the said second section of the act of 2d March, 1855, to importations of certain articles from the provinces of Canada, New Brunswick, and Nova Scotia, cannot be extended to such articles from the said province of Prince Edward's Island, and consequently no duties can be refunded nor bonds cancelled on such articles imported into the United States *prior* to the 16th March, 1855, the date of the proclamation of the President of the United States, except the articles of fish of all kinds, products of fish, and of all other creatures living in the water, imported from and after the 11th September, 1854; but, in conformity with the terms of the said proclamation, all the articles referred to in the said act, the growth or product of the said province of Prince Edward's Island, imported direct therefrom *subsequently* to the said 16th March, 1855, are entitled to the same privileges as those imported from the provinces of Canada, New Brunswick, and Nova Scotia.

No legislation being known to have taken place in the province of *Newfoundland* to carry the reciprocity treaty into effect, the articles referred to in the said second section of the act of 2d March, 1855, on importation into the United States from said province, must still remain liable to the payment of duty under the existing tariff act.

Before any return of duties paid or cancellation of bonds in any of the cases referred to, the collector of the customs will transmit to this department a certified statement in each case, signed by himself, and by the naval officer, where there is one at the port of importation, according to the forms herewith transmitted, setting forth all the particulars of the case, and comprehending the affidavits and certificates required on the application for refunding duty or cancellation of bond, as the case may be.

In cases of future importations from the British provinces into the United States claiming exemption from the payment of duty under the stipulations of the reciprocity treaty, the affidavit of the importer is required as to the place of growth or production of the merchandise; and, in addition thereto, where the same is exported from a port or place where there is a consul, vice-consul, or commercial agent of the United States, the claim must be accompanied by the certificate of the said consul, vice-consul, or commercial agent, showing its place of growth or production: and if there be no such consul, vice-consul, or commercial agent at the port, the said certificate shall be made by two respectable merchants or inhabitants of the place.

Some misapprehension in regard to that portion of the general regulations No. 44, dated the 17th ult., referring to the importation from the British provinces of articles of wood, having taken place in some of the collection districts, it is deemed proper to state, in explanation of the views of the department, that the admission to free entry, or liability to duty, of the several articles of wood thererein mentioned, must depend upon the state or condition in which they are imported. Thus while boards, beams, planks, laths, and the other enumerated articles, would, if imported in their *rough-hewn* or *sawed* state, be entitled to free entry as comprehended in the "timber or lumber" referred to in the treaty, articles entered under the same designations, or any other article of wood, if manufactured in whole or in part by *planing*, *turning*, *splitting*, *shaving*, or any process of manufacture other than *hewing* or *sawing*, must be considered as remaining liable to the duty imposed by the existing tariff act on manufactures of wood.

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS, No. 47.

[Supplementary to Regulations No. 46.]

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *April* 11, 1855.

Since issuing the general regulations No. 46, in relation to the refunding duties and cancellation of bonds for duties, under the reciprocity treaty with Great Britain, of the 5th June, 1854, this department having been advised of the promulgation of the proclamation or order

in council of the lieutenant-governor of the British province of Prince Edward's Island, dated the 17th November, 1854, carrying into effect the legislative act of the province of the 11th October, 1854, I have to state for your information and government, that Prince Edward's Island is to be placed on the same footing with Canada, New Brunswick, and Nova Scotia in respect to the free entry of the products of that province, imported therefrom direct into the United States, from and after the said 17th November, 1854, and in regard to the refunding duties and cancellation of bonds for duties on articles so imported.

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS, No. 46.

[Statistical Returns.]

To collectors of the customs.

TREASURY DEPARTMENT, *April* 14, 1855.

SIR: In consequence of the action of the reciprocity treaty of the 5th June, 1854, making the articles in the annexed table free of duty, when imported from the British American provinces, which when entered from other countries are liable thereto, it is deemed necessary to add an additional form to the number prescribed by general regulations Nos. 27 and 35, of the respective dates of July 13 and September 14, 1854, for rendering the commercial statistics of the country.

This form is intended as a return of the imports of those articles made free by the operation of the treaty above mentioned, and is not designed to supersede their return in the general abstracts of imports, but as supplementary thereto.

In those returns their value only will appear as "*free goods*" under the head of "*all other articles.*" In the *form* now prescribed the quantities, value, and articles will be each made to appear.

Merchandise not paying duty prior to the existence of the treaty will continue to be placed as "free" under the appropriate heads in the general abstracts, and all goods now paying duty will be entered as dutiable under their appropriate heads, the object being to place the department in possession of full and reliable returns of the quantity, character and value of the merchandise imported under these several subdivisions, and particularly under the provisions of the treaty.

The time for transmitting these returns will be that stated in general regulations No. 27, viz: within three days from the close of the quarter at the smaller ports, and within seven days at other ports.

JAMES GUTHRIE,
Secretary of the Treasury.

Abstract of imports of foreign merchandise in ——— vessels from British American provinces under the provisions of the reciprocity treaty of June 5, 1854, the value of the same appearing in the general abstract of foreign merchandise imported in ——— vessels as free goods, under the head of "all other articles."

Species of merchandise.	Quantity.	Value.
Grain of all kinds ..... bushels		
Flour and breadstuffs ..... cwt		
Animals other than for breed ..... number		
Fresh, smoked, and salted meat ..... pounds		
Seeds, plants, etc., (made free under provisions of treaty.)		
Vegetables ..... bushels		
Undried fruits ..... do		
Dried fruits ..... do		
Fish of all kinds ..... pounds		
Products of fish, and of all other creatures living in the water		
Poultry ..... number		
Eggs ..... hundreds		
Hides and skins, undressed ..... number		
Furs, undressed ..... do		
Tails, undressed ..... do		
Unwrought stone and marble		
Slate		
Butter ..... pounds		
Cheese ..... do		
Tallow ..... do		
Lard ..... do		
Horns ..... number		
Manures ..... tons		
Ores of metals of all kinds, made free by treaty ..... do		
Coals ..... do		
Pitch, tar, and turpentine ..... barrels		
Ashes ..... pounds		
Timber and lumber of all kinds, round, hewed, and sawed, unmanufactured in whole or in part		
Firewood ..... cords		
Shrubs and trees ..... number		
Pelts ..... do		
Wool ..... pounds		
Fish-oil ..... gallons		
Rice ..... pounds		
Gypsum, ground ..... tons		
Broom-corn ..... do		
Bark ..... do		
Burr and grindstones ..... number		
Dye-stuffs		
Flax, hemp, and tow ..... cwt		
Tobacco, unmanufactured ..... pounds		
Rags ..... do		

GENERAL REGULATIONS, No. 49.

TREASURY DEPARTMENT, *May* 1, 1855.

SIR: Herewith you will receive a copy of rules and regulations devised by this department for the information and government of the

officers, and the supply and management of the vessels of the revenue cutter service. A copy has also been sent to the commanding officer of the cutter attached to your district; and they will be in force, and supersede former regulations, from and after the date of their receipt.

I have particularly to request your careful perusal of these regulations, and that you will give your effective supervision to the performance of the duties therein enjoined.

You will please impress officers of cutters with the fact that their true and essential use and value is as revenue officers; that the large expense incurred in building cutters, and in manning, supplying, and sailing them, is for the purpose only of rendering their services, as revenue officers, effective for its protection and security; and you will point out to the commanding officer, from time to time, the direction and particulars in which these objects can best be subserved.

On the first days of January, April, July, and October, of each year, you will please make a report to me on the condition of the cutter under your charge; the service and use of said vessel during the preceding three months, and on the conduct, zeal, and efficiency of her officers, both as revenue agents and as seamen and pilots.

Your attention is also particularly called to the regulations relating to the payment of wages, and for rations and other supplies required, including the prohibition against obtaining supplies from second hands, instead of the manufacturer, or other regular dealer in the article required.

You will also please enjoin on the officers the duty of care and economy in respect to the rations, ship-chandlery, and other articles supplied; to see that they are not misapplied or wasted; and that the inventory book is regularly kept, and exhibits a proper exactness in these particulars.

The disbursements you may make on account of the pay of officers, the wages of seamen, rations, and other supplies or repairs, will be charged to the appropriation made to defray the expenses of collecting the revenue, and you will render accounts therefor, accompanied by an abstract and the proper vouchers, immediately after the close of each fiscal quarter.

JAMES GUTHRIE,
Secretary of the Treasury.

To ——— ———, Esq., *Collector.*

Regulations and laws for the information and government of the officers, and the supply and management of the vessels of the revenue cutter service.

1. Officers of the revenue cutters of the United States are officers of the customs, constituted to aid in enforcing the revenue laws, and to prevent, detect, and report violations thereof.

2. The cutters on board which they serve, their equipment, supply in provisions and men, and their proper management and navigation, are the means designed to enable them to perform these duties.

3. Officers of the cutters receive commissions from the President of the United States, without nomination to, or confirmation by, the Senate, and are removable at his pleasure.

4. No person can be legally appointed to the offices of captain, first, second, or third lieutenant, who does not adduce competent proof of his proficiency and skill in navigation and seamanship. In respect to original appointments, capacity and aptitude to study and understand the revenue laws; and in respect to promotions, an acquaintance with these laws will also be regarded as conditions of appointment.

5. Upon receiving a commission as an officer, the party will take the oath prescribed by the 20th section of the collection act of 2d March, 1799, and will transmit the same to the Commissioner of Customs, from the date of which oath his compensation will commence.

6. The compensation of officers of the cutters is fixed by the act of 2d July, 1836. They are also entitled to one-fourth part of the net amount collected for any fines, forfeitures, or penalties arising from breaches of the revenue laws which they may have detected, and of which they are the informers. They are not entitled to salvage on American vessels to which they may afford assistance, inasmuch as the law makes the rendition of such assistance a part of their duty.

7. The portion of any such fines, forfeitures, or penalties which may accrue to the officers of a cutter is to be divided amongst them in proportion to their pay; but no officer will be entitled who was not actually on board at the time the discovery was made and the information given.

8. When on duty on shore, by order of the department, officers will be allowed at the rate of $20 per month, for commutation of quarters. When travelling, by the same authority, they will be entitled to 10 cents per mile, or the reasonable expenses thereof, at the discretion of the department.

9. The log to be kept on board each cutter must show all the material events and transactions of the month; the course and direction of her cruise; the vessels boarded, or other revenue duties performed; the casualties on board, &c., &c. If any officer, or other person belonging to the vessel, be absent for more than one hour, the fact and time of absence must appear on the log. A copy of the log is to be transmitted to the department at the close of each month.

10. The 99th section of the act of 1799 requires commanding officers of cutters to made a weekly return to the collector of the customs to whose district they may be attached, of the transactions thereof, including the vessels boarded. The statement, so to be reported, will include the several particulars required by the act; and a copy of such statements, consolidated for the month, will be sent to this department with the log.

11. The same section makes it the duty of officers of the cutters to board every vessel arriving in the United States, or within four leagues of the coast thereof, if bound for the United States, and to search and examine the same and every part thereof; it also directs such officers to examine and certify the manifests of such vessels. These duties must be faithfully and vigilantly performed; and wherever, upon

such search of a vesssel, or examination of her manifest, there shall appear any reason to suspect a purpose to defraud the revenue, measures must at once be taken to detect and punish the same, by fastening down the hatches, by placing an officer on board to accompany the vessel to port, or by giving information to the proper collector, as the case may be. In respect to vessels destined to districts above the mouths of rivers, the shores of which afford opportunities for smuggling small or valuable articles, cutter officers will be particularly strict and watchful. In respect to vessels engaged in the fisheries, cutters employed on the eastern coast will board them as often as may be, and otherwise observe their proceedings, in order to prevent vessels from fraudulently obtaining bounties to which they are not entitled. Particular attention is also to be given to those acts of Congress which prohibit the transit by sea of slaves, but under the regulations and restrictions therein provided; and to those which are intended to prevent the shipment of timber cut upon the public lands. A copy of Gordon's Digest is furnished to each cutter, and, besides the directions there to be found, the commanding officer will confer, from time to time, with the collector of his district, and avail himself of his advice, and obey his directions, for enforcing the observance of the laws referred to, and other laws touching the revenue. When an officer is put on board a vessel going into port, it is expected that he will receive board and accommodation on it; and upon her arrival in port, and his leaving such vessel, he will be considered as *off duty* until the return of the cutter to port, or he shall otherwise be able to return *to duty* on board.

12. In order to the greatest efficiency of cutters, the improvement of officers, and the avoidance of unnecessary expenses, officers of cutters are enjoined thoroughly to examine the charts and fully to make themselves acquainted with their cruising grounds, and thereby qualify themselves to act as pilots on the same.

13. Officers will afford any aid in their power, and not inconsistent with their proper duties, to the civil authorities in executing process at sea against persons charged with crime; and, at the request and under direction of the commanding officer of any vessel on board of which there may be a mutiny, will assist in quelling the same.

14. All intoxicating liquors, or the use thereof, on board the cutters are prohibited. Games of cards, dice, and all betting and gambling, are also prohibited; and the violation of this regulation will be cause for the immediate dismissal of any officer therein offending.

16. Upon quitting one station in order to repair to another, officers will obtain a certificate from the collector at the former, of the time to which they have been last paid. This certificate is to be delivered to the collector at the new station, and to be appended by him to the receipt of the officer for the first payment he may make him, and to accompany his account as part of the voucher therefor.

16. Cutters will be considered as permanently attached to the stations to which they are severally assigned. Promotions to fill vacancies on board any cutter will be made from the inferior officers belonging to the same vessel, and in general according to seniority in

date of commission; but subject to the conditions stated in regulation No. 4.

17. Whenever, in a case of emergency, leave of absence shall be granted to the captain of a cutter by the collector of the district to which such cutter may be attached, or by the captain to any of his officers, the collector or the captain, as the case may be, will forthwith advise the department of such leave, the expected duration, and the occasion thereof. But in every case admitting of the delay, application for leave will be made to the department.

18. The primary duty of officers of cutters being to watch and protect the revenue, officers are to be placed on board inward-bound vessels whenever opportunities or occasions occur. But the commander of a cutter may, if he deems it necessary to the safety of his vessel, retain one officer on board, and with the same view will always keep at least two men on deck.

19. It is the duty of officers of cutters to seize all vessels and merchandise liable to seizure under the revenue laws; and for this purpose they are authorized to enter any vessel in which they have reason to suspect goods subject to duty are concealed, and to search for and secure such goods. It being strictly forbidden, after the arrival of any vessel laden with goods, and bound to the United States, within the limits of any district thereof, to break bulk, or put out any of her cargo previously to her entry and permit obtained for that purpose, except in case of accident, necessity, or distress, it will be the special duty of the officers of the cutters to detect such offences, and strictly to examine into all cases of alleged accident, necessity, or distress. If they discover that any merchandise has been illegally landed, they will seize it if practicable, or if otherwise, give immediate information to the collector, that the offenders may be prosecuted.

20. In addition to the log and transcript of vessels boarded, to be sent to the department monthly, commanders will, on the 1st of January, 1st April, 1st July, and 1st of October, of each year, make a report to the department on the general condition, equipment, qualities, uses, and service of their respective vessels; the capacity of their respective officers, whether as revenue officers, or as seamen, navigators, and pilots, and their conduct and deportment as such.

21. A roll will be called at noon each day, and a note made thereon of any person then absent, or who may have been absent at any time since the preceding roll-call, with the cause, if known, of such absence. Absence without leave works a forfeiture of pay and rations during such absence; and desertion, being a violation of the contract of shipment, on the part of the offender, works a forfeiture of all pay due at the time on such contract. These rolls must be carefully preserved on board the cutter.

22. Upon a pay-roll made out from such muster-rolls, duly certified by the commanding officer, the officers and crew will be paid, by the collector to whose district the vessel belongs, at the end of each month. The said collector will be responsible that the money is paid to each person entitled, and will require his proper signature to the roll as his voucher, and not merely his mark, if the party is able to write.

When the mark is made, it should be attested by some person not belonging to the cutter nor to the collector's office.

23. The uniform established to distinguish the officers of the revenue cutter service from others, is as follows:

Captain's dress.—Blue cloth coat, with rolling collar, double-breasted, lined with black silk; nine buttons on each lapel, and one on each side of the collar; four buttons on the cuffs, four on the pocket flaps, one on each hip, two on the middle of the skirt fold, and one at the extremity of the skirt; a strip of black braid, one inch wide, to be worn around the sleeve immediately above the cuff; two plain gold epaulets, with a silver shield of the Treasury arms; cloth cap, with one band of gold lace; small sword, with black glazed leather belt and gilt mountings; black silk cravat or stock; buff vest, single-breasted, with nine buttons in front, and four under pocket flaps; blue or white pantaloons; blue pantaloons to have a strip of black braid, one inch in breadth, on the outer seams, extending from the hip to the bottom; short boots, worn under pantaloons, or shoes, with stockings to correspond with pantaloons, as the officer may elect.

24. *Undress.*—Blue cloth frock coat, with standing braided collar, single-breasted, with nine buttons in front, and four on each cuff; strap on each shoulder, to be of blue cloth, with raised gold edging on the sides, ends, and bars; in the centre, a foul anchor and shield, with a star above the anchor and one below the end of the shield, and two bars at each end inside of the strap.

25. *First Lieutenant's dress.*—Same as captain's, with the exception of one button less on each cuff, and one less on each pocket flap.

26. *Undress.*—The same as captain's, with the same exceptions, and with omission of one of the bars at each end of the strap.

27. *Second Lieutenant's dress.*—Dress and undress same as first lieutenant's, with omission of stars.

28. *Third Lieutenant's.*—Dress and undress same as second lieutenant's, with the omission of braid on coat and both stars and bars.

29. The button established for the service will be impressed with the shield of the Treasury arms, surmounted by a foul anchor, according to a pattern furnished from the manufactory of L. Kendrick.

30. *Petty Officers'.*—Blue cloth jackets, with five revenue buttons on each lapel, one on each side of the collar; white frocks, with collar and breast facings of blue, a worked star on each side of the collar, and two on each side of the breast; white or blue trousers, according to season, with blue belt.

31. *Seamen's.*—Same as petty officers', omitting the buttons on collar and cuffs.

32. In boarding vessels the officers will wear their uniform, and when out of sight of the cutter the boarding officer will cause the ensign of the service to be displayed.

CREWS.

33. The crew of each cutter will consist of eight able-bodied American seamen, two boys, one cook, one steward, and one boatswain, who is also to act as gunner; unless upon written application to the

Secretary of the Treasury, he shall, for special reasons, allow a greater number.

34. By the act of March 2, 1799, the President is authorized and has established the pay of non-commissioned officers, gunners, and mariners, not exceeding $20 per month. This rate is not in any case to be exceeded; but no more must at any time be paid than the wages usual at the port at the time of shipment.

35. A form of shipping articles is hereto annexed, which, as well as the pay-rolls, the men will be required to sign with their proper signatures, whenever able to write, instead of affixing their mark.

RATIONS AND SHIP CHANDLERY.

36. An equivalent for the rations accruing to stewards and cooks may be received in money, estimating the value thereof at twenty cents each, that being the law value of the navy ration. All other petty officers and seamen will receive their rations in kind.

37. From the pay of each person employed in the cutter there will be deducted twenty cents per month, the contribution towards the marine hospital fund; which deduction will appear on the pay-roll. Payments will be made monthly, by the collector, on the exhibition of a pay-roll, certified by the captain, showing the amount due to each. Care will be taken to exclude from the pay-roll any wages charged for seamen who may have absconded; and to protect the government and the seamen from imposition, the collectors are enjoined to cause all dues, whether for wages or liquor equivalent, to be paid to the persons to whom they are due, unless such persons are slaves; in which case it will be paid to the owner. These transcripts will be receipted by each person, and retained by the collector as his voucher.

The cutters will be provisioned by contract; the ration to be furnished will be the navy ration, omitting the spirits, viz:

38.	Pounds.						Ounces.							Fractions of a pint.		
	Beef.	Pork.	Flour.	Rice.	Raisins or dried fruit.	Pickles or Cranberries.	Biscuit.	Sugar.	Either. Tea.	Either. Coffee.	Either. Cocoa.	Butter.	Cheese.	Beans.	Molasses.	Vinegar.
Sunday	1	.....	½	.....	½	.....	14	2	½	1	1	.....	.....	½		
Monday	.....	1	.....	.....	.....	.....	14	2	½	1	1	.....	.....			
Tuesday	1	.....	.....	½	.....	.....	14	2	½	1	1	2	2			
Wednesday	.....	1	.....	.....	.....	½	14	2	½	1	1	.....	.....	½		
Thursday	1	.....	½	.....	½	.....	14	2	½	1	1					
Friday	1	.....	.....	½	.....	.....	14	2	½	1	1	2	2	.....	½	
Saturday	.....	1	.....	.....	.....	½	14	2	½	1	1	.....	.....	½	.....	½
Weekly quantity	4	3	1	1	½	½	98	14	1½	7	7	4	4	1½	½	½

39. The contractor will be bound, however, to furnish, on reasonable notice, as often as may be required by the captain, not exceeding, upon an average, one day for each week, an equivalent of fresh meat and fresh vegetables, in lieu of the corresponding parts of the ration above mentioned.

40. To encourage habits of temperance in the seamen employed in the cutter service, it is deemed proper to discontinue the supply of the spirit part of the ration, and to substitute a money equivalent in lieu thereof; seamen will, therefore be entitled to receive the sum of three cents for the spirit ingredients of each ration; which allowance will be adjusted in a separate column of the pay-roll for each month, and be certified by the captain. Contracts for the supply of the rations will be made to correspond with the regulation.

41. Requisitions for provisions will be made by the captain or officer in command, monthly. They will state the number of persons on board for whom rations are wanted, and the aggregate required for the month. They will be compared by the collector with the muster-roll, and, if approved, will be countersigned by him and handed to the contractor, who will deliver the rations accordingly, at such times, and in such quantities, as may be required, taking a receipt from the officer in command at each delivery for the number supplied.

42. Ship chandlery will also be supplied by contract and upon requisition addressed to and certified by the collector in like manner.

43. No member of Congress or individual in the service of the United States will be allowed to be concerned in any contract for supplies to be furnished to the cutters.

44. When repairs or additional fixtures are wanted, or new masts, yards, sails, anchors, rigging, boats, painting, &c., are required, the captain will make a report thereof to the collector, who will thereupon make an examination, and if, in his opinion, the same or any part thereof is required, he will make an estimate, and submit the same to the department, and will not incur any expense without its authority, unless there be immediate and unexpected necessity for the same, of which he will at once advise the department.

45. All articles of ship chandlery, including cabin furniture, and other articles not attached to the vessel, will, when received on board, be entered in the inventory book. Entries will be made in the same book of such articles as may be consumed, worn out, or lost; and on the first day of January, of each year, a transcript of said inventory, showing all such articles purchased and those disposed of, together with such as remain on hand, will be transmitted to the department.

46. No article required on board a cutter will be purchased from second hands, but will in all cases be obtained from the manufacturer or other regular dealer in such article.

FURTHER DIRECTIONS.

47. Cutters are not to be subjected to private uses or accommodation; and no person will therefore be taken on board to be conveyed from one place to another, unless in furtherance of some duty herein enjoined, or otherwise, under the direction of the collector, to aid the public service in some branch thereof.

48. The revenue cutters will not be employed in carrying oil or other cumbersome supplies to the light-houses or light-boats, or in other duties appertaining to the service, unless upon some emergency, to be determined by the collector, and reported to the department.

When, however, it shall not interfere with the duties prescribed by law, the cutters will visit the light-houses within the limits of their cruising ground, for the purpose of ascertaining their wants and condition; and the captains will report to the collector, as often as occasion may require, the state of the lights at the several light-houses and floating lights, and also the state of the buoys, so far as it shall come within their observation.

49. The following books will be kept on board the cutters by the captain or such officer as he may assign to that duty:

50. 1st. An inventory book, corresponding to the prescribed form.

51. 2d. A log book, in which will be entered daily every transaction on board of the cutter. Each day's entry will be assigned by the captain and the officer charged with making the entry, and no subsequent alteration allowed.

52. 3d. The muster and pay book, in a form corresponding to the roll.

53. 4th. A letter book, in which all official correspondence will be recorded.

54. 5th. An order book, in which the instructions from the Secretary, and from the collector, and orders issued by the commanding officer, will be entered.

55. The ensign and pennant, directed by the President, under the authority of the act of 2d March, 1799, to distinguish revenue cutters and boats from other vessels, consists of sixteen perpendicular stripes, alternate red and white, the union of the ensign bearing the arms of the United States in a dark blue on a white field.

JAMES GUTHRIE,
Secretary of the Treasury.

TREASURY DEPARTMENT, *May* 23, 1855.

FORM OF REQUISITION.

Quantity of rations required for the United States revenue cutter from ____ *to* ____ 18 __, *viz:*

Petty officers.....
Seamen and boys.....

Total required.....

To ____

SIR: You are required to deliver, agreeably to contract, ____ rations of ____ provisions, on board the revenue cutter ____, on or before ____ at ____ o'clock, the same being necessary for the public service.

____ ____, *Captain.*

Approved:

____ ____, *Collector.*

Received ____ of ____, contractor, the supplies specified in the above requisition.

____ ____, *Captain.*

FORM OF SHIPPING ARTICLES.

We, the subscribers, do, and each of us doth, hereby agree to and with , a captain in the revenue cutter service of the United States, in manner and form following, that is to say:

In the first place, we do hereby agree, in consideration of the monthly wages against each of our names hereunto set, payable at such times and in such proportions as are or may be prescribed by the Secretary of the Treasury of the United States, to enter into the revenue cutter service of the said United States, and in the same, during the term of one year from the date of our respective engagements, unless sooner discharged, to the utmost of our power and ability, respectively, to discharge our several duties, and in everything to be conformable and obedient to the lawful commands of the officers who may from time to time be placed over us.

The said , for and in behalf of the United States, doth hereby covenant and agree, to and with the parties who have severally hereunto signed their names, and each of them respectively, that the said parties shall be paid, in consideration of their services, the amount per month which, in the column hereunto annexed, is set opposite to each of their names respectively, and as soon after the end of each month as may be, together with one ration per day, according to established regulations.

Names.	Date of entry.	For what term.	In what capacity.	Pay per month.		Witnesses.
				Dollars.	Cents.	

AGREEMENT.

This agreement, made the day of , in the year of our Lord one thousand eight hundred and , between , of , of the one part, and , collector of the customs for the district of , for and in behalf of the United States, of the other part, witnesseth:

That the said hath contracted, and by these presents doth contract and agree to furnish, for the term of one year from the date hereof, on the requisition of the captain of the United States revenue cutter , countersigned by the said , to the petty officers and seamen composing the crew of the said revenue cutter, the rations of provisions, consisting of suet, cheese, beef, pork, flour, bread, butter, sugar, tea, peas, rice, molasses, and vinegar, of good and wholesome quality, to be approved by the said , and in such proportions as are allowed in the naval

service of the United States, at such times, and in such quantities, as may from time to time be demanded and required by the commander of the said cutter, on requisitions countersigned by the said .

The said provisions to be contained and delivered on board the cutter in good and sufficient casks and vessels, to be provided by the said , and the contents thereof, as to kind and quantity, distinctly marked on each.

It is further understood and agreed between the said parties, that the said will be bound to furnish, on reasonable notice, as often as may be required by the captain of the said revenue cutter, with the approbation of the said , (not exceeding, upon an average, one day for each week,) such fresh meat and sound vegetables as may be equivalent to the corresponding parts of the ration allowed in the naval service of United States.

And the said , for and in consideration of the foregoing stipulations, and the rations to be delivered to the officers and crew, as aforesaid, by the said , does, on the part and behalf of the United States, contract and agree to pay the said the sum of cents for each and every ration issued and delivered as aforesaid, to be paid quarterly, or at such times as shall be necessary and convenient, to enable the said to fulfil his agreement, and the general instructions for the government of the revenue cutter service, according to their true intent and meaning.

And it is further stipulated and agreed between the said contracting parties, that no member of Congress, or any person in the service of the United States, is, or shall be, admitted to any part or share in this contract, or to any benefit to arise therefrom.

In testimony whereof, the parties to this agreement have hereunto set their hands and seals, the day and year above written.

[L. S.]
[L. S.]

Signed, sealed, and delivered, in presence of

FORM OF JOURNAL.

Journal of the United States revenue cutter ————, *commencing* ———— ————.

(The journal or log-book will conform in its general outline to the plan observed in sea voyages. Besides the usual notes of wind and weather, and occurrences relating to the navigation of the ship, the loss of masts, yards, boats, &c., &c., and accidents or injuries to the public property, all matters relating to the execution of the laws, and the conduct of all vessels which the cutter may fall in with, are to be particularly noted.)

FORM OF MUSTER AND PAY ROLL.

Muster and pay roll of the officers and crew of the United States revenue cutter ————, for the month of ————, A. D. 18—, &c., &c.

Names.	Rank.	When mustered and present. 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	Amount of pay, &c., due on last muster-roll. Dolls. Cts.	Rate of compensation for present month. Dolls. Cts.	Amount of pay due in present month. Dolls. Cts.	Number of retained rations in present month.	Estimated price of retained rations.	Due for retained rations in present month. Dolls. Cts.	Due for liquor equivalent. Dolls. Cts.	Deductions. Hospital. Dolls. Cts.	Deductions. Pay retained. Dolls. Cts.	Total of deductions. Dolls. Cts.	Net amount payable in present month. Dolls. Cts.	Balance remaining due and payable. Dolls. Cts.	Received the amount set opposite our names in the column for "Net amount payable in the present month." Witness our hands, 185—	Remarks.

I do certify that this muster and pay roll of the officers and crew of the United States revenue cutter ————, from the period therein mentioned, is just and true; that the amount of pay and rations, as stated to be due to each, is agreeable to the general instructions for the government of the revenue cutter service; and that the remarks set opposite to the names of each person are accurate and true.

UNITED STATES REVENUE CUTTER ————, ————, 18—.

(Duplicates.)

————, *Captain.*

ACTS OF CONGRESS RELATING TO REVENUE CUTTERS.

RESOLUTION OF MARCH 20, 1794.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be authorized to employ as despatch boats such of the revenue cutters of the United States as the public exigencies may require.

PROVISION CONTAINED IN SECTION NINETY-ONE OF ACT OF MARCH 2, 1799.

Provided also, That where any fines, forfeitures, and penalties incurred by virtue of this act are recovered in consequence of any information given by any officer of a revenue cutter, they shall, after deducting all proper costs and charges, be disposed of as follows: one-fourth part shall be for the use of the United States and paid into the treasury thereof, in manner as before directed; one-fourth part for the officers of the customs, to be distributed as hereinbefore set forth; and the remainder thereof to the officers of such cutter, to be divided among them agreeably to their pay.

SEC. 97. *And be it further enacted*, That the President of the United States be empowered, for the better securing the collection of the duties imposed on goods, wares, and merchandise imported into the United States, and on the tonnage of ships or vessels, to cause to be built and equipped so many revenue cutters, not exceeding ten, as may be necessary to be employed for the protection of the revenue, the expense whereof shall be paid out of the product of the duties on goods, wares, and merchandise imported into the United States, and on the tonnage of ships or vessels.

SEC. 98. *And be it further enacted*, That there shall be to each of the said revenue cutters one captain, or master, and not more than three lieutenants or mates, first, second and third, and not more than seventy men, including non-commissioned officers, gunners, and mariners. And the Secretary of the Treasury is hereby authorized to cause contracts to be made for the supply of rations for the officers and men of the said revenue cutters: *Provided*, That the said revenue cutters shall, whenever the President of the United States shall so direct, co-operate with the navy of the United States, during which time they shall be under the direction of the Secretary of the Navy, and the expenses thereof shall be defrayed by the agents of the Navy Department.

SEC. 99. *And be it further enacted*, That the officers of the said revenue cutters shall be appointed by the President of the United States, and shall, respectively, be deemed officers of the customs, and shall be subject to the direction of such collectors of the revenue or other officers thereof as from time to time shall be designated for that purpose; they shall have power and authority, and are hereby required and directed, to go on board all ships or vessels which shall arrive within the United States, or within four leagues of the coast thereof, if bound for the United States, and to search and examine

the same and every part thereof, and to demand, receive, and certify the manifests hereinbefore required to be on board certain ships or vessels, and to affix and put proper fastenings on the hatches and other communications with the hold of any ship or vessel, and to remain on board the said ships and vessels until they arrive at the port or place of their destination. It shall likewise be the duty of the master or other person having at any time the command of any of the said revenue cutters to make a weekly return to the collector or other officer of the district under whose direction they are placed, of the transactions of the cutter under their command, specifying therein the vessels that have been boarded; their names and descriptions; the names of the masters, and from what port or place they last sailed; whether laden or in ballast; whether ships or vessels of the United States, or to what other nation belonging; and whether they have the necessary manifest or manifests of their cargoes on board; and generally all such matters as it may be necessary for the collectors or other officers of the customs to be made acquainted with; and the officers of the said cutters shall likewise execute and perform such other duties for the collection and security of the revenue as from time to time shall be enjoined and directed by the Secretary of the Treasury, not contrary to law and the provisions hereinbefore contained.

SEC. 100. *And be it further enacted*, That the President be, and he is hereby, authorized to cause other revenue cutters to be built or purchased in lieu of such as are or shall from time to time become unfit for further service; and to cause such as are so become unfit for further service to be sold at public auction, and the proceeds of such sales to be paid into the treasury of the United States. And the expense of purchasing other cutters as aforesaid, as well as all future expenses of building, purchasing, or repairing revenue cutters shall be paid out of the product of the duties on goods, wares, or merchandise imported into the United States, and on the tonnage of ships or vessels.

SEC. 101. *And be it further enacted*, That the collectors of the respective districts may, with the approbation of the Secretary of the Treasury, provide and employ such small open row and sail boats in each district, together with the number of persons to serve in them, as shall be necessary for the use of the surveyors and inspectors in going on board of ships or vessels, and otherwise for the better detection of frauds; the expense of which shall be defrayed out of the product of the duties.

SEC. 102. *And be it further enacted*, That the cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed and directed by the President of the United States; and, in case any ship or vessel, liable to seizure or examination, shall not bring to, on being required, or, being chased by any cutter or boat, having displayed the pennant and ensign prescribed for vessels in the revenue service, it shall be lawful for the captain, master, or other person having command of such cutter or boat, to fire at, or

into, such vessel which shall not bring to, after such pennant and ensign shall be hoisted, and a gun shall have been fired by such cutter or boat as a signal; and such captain, master, or other person, as aforesaid, and all persons acting by or under his direction, shall be indemnified from any penalties, or actions for damages, for so doing; and if any person shall be killed or wounded by such firing, and the captain, master, or other person aforesaid, shall be prosecuted or arrested therefor, such captain, master, or other person, shall be forthwith admitted to bail. And if any ship, vessel, or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in the service aforesaid, the master or commander of the ship or vessel so offending shall forfeit and pay one hundred dollars.

ACT OF MARCH 2, 1799.

SEC. 3. That the compensations of the commissioned officers of revenue cutters shall be as follows, to wit: To a captain, or master, fifty dollars per month, and the subsistence of a captain of the army of the United States; to a first lieutenant, or mate, thirty-five dollars per month; to a second lieutenant, or mate, thirty dollars per month; to a third lieutenant, or mate, twenty-five dollars per month; and to every lieutenant or mate, the subsistence of a lieutenant in the army of the United States; and the pay of the non-commissioned officers, gunners and mariners, employed in the said cutters, shall, from time to time, be established and varied by the President of the United States, not exceeding twenty dollars per month, with such rations as are, or shall be, allowed in the naval service of the United States.

ACT OF JULY 2, 1836.

An act to regulate the compensation of certain officers of revenue cutters.

SEC. 1. Fixed salaries substituted for the former pay, rations and allowances.

SEC. 1. *Be it enacted, &c.*, That in lieu of pay, rations, and all other allowances now authorized by law to the captains and first, second, and third lieutenants of the revenue cutters of the United States, there shall be allowed and paid, quarterly, from and after the passage of this act, to each captain, at the rate of twelve hundred dollars per annum; to each first lieutenant, at the rate of nine hundred and sixty dollars per annum; to each second lieutenant, at the rate of eight hundred and sixty dollars per annum; to each third lieutenant, at the rate of seven hundred and ninety dollars per annum.

ACT OF DECEMBER 22, 1837.

An act to authorize the President of the United States to cause the public vessels to cruise upon the coast in the winter season, and to relieve distressed navigators.

SEC. 1. *Be it enacted, &c.*, That the President of the United States be, and hereby is, authorized to cause any suitable number of vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, when the public service will allow of it, and to afford such aid to distressed navigators as their circumstances and necessities

may require; and such public vessels shall go to sea prepared fully to render such assistance.

ACT OF MARCH 2, 1855.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the sum of sixty thousand dollars be, and the same is hereby, appropriated, to enable the Secretary of the Treasury to cause to be built or purchased, in such mode as he may deem best for the public interest, four vessels of suitable size and construction, to be employed as revenue cutters on such stations as the said Secretary may designate.

SEC. 2. *And be it further enacted*, That, from and after the passage of this act, no person shall be appointed to the office of captain, first, second, or third lieutenant of any revenue cutter, who does not adduce competent proof of proficiency and skill in navigation and seamanship.

GENERAL REGULATIONS, No. 50.

[Supplementary to Regulations No. 46.]

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *May* 2, 1855.

To obviate expense and inconvenience in the intercourse between the British provinces and the United States under the reciprocity treaty, the consular or commercial agent's certificate, as required in Circular No. 46, may be dispensed with in those cases of importations into the United States where the collector knows the importer personally, and he shall make the oath provided in said circular, and there shall exist no circumstance to induce the suspicion that the articles are not entitled to free entry under the treaty; but in those cases where importation is by sea, the collector shall require the provisions of the Circular No. 46 to be complied with; but if the consular or commercial agent's certificate do not accompany the invoice, free entry of the merchandise may be granted upon a satisfactory bond being given to the collector for its production within three months from the date of the entry.

The draft for the amount of duties to be returned in each case will be transmitted by this department to the collector of the customs at the port at which the duties were paid, to be by him delivered to the owner or consignee of the goods or his legally authorized agent, the collector being governed in such delivery by the provisions of the 1st section of the "Act to prevent frauds upon the treasury of the United States," approved the 26th February, 1853, in which it is declared, "that all transfers and assignments hereafter made of any claim upon the United States, or any part or share thereof, or interest therein, whether absolute or conditional, and whatever may be the consideration therefor, and all powers of attorney, orders, or other authorities for receiving payment of any such claim, or any part or share thereof, shall be absolutely null and void, unless the same shall be freely

made and executed in presence of at least two attesting witnesses after the allowance of such claim, the ascertainment of the amount due, and the issuing of a warrant for the payment thereof." No delivery of a draft can be made by the collector to a party claiming return of duties, where it shall appear by the records of his office that such party is indebted to the United States as principal or surety on transport and export bonds overdue and uncancelled, unless the collector has been previously advised by this department that an extension of such bonds has been granted.

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS, No. 51.

To consuls and commercial agents of the United States.

TREASURY DEPARTMENT, *May* 3, 1855.

In consequence of the difficulties experienced in carrying into effect the directions contained in General Instructions No. 9, issued by this department on the 20th of September, 1853, respecting the verification of invoices of foreign merchandise, the property of persons not residing at the time in the United States, it is deemed proper to modify them, and to direct that hereafter such owners must verify their invoices by oath administered by a consul or commercial agent of the United States, or by some public officer duly authorized to administer oaths in the country from which the merchandise shall have been imported; in which latter case, such official certificate must be authenticated by a consul or commercial agent of the United States.

The directions contained in General Instructions No. 9, hereby modified, are in the following words, viz: "But under no circumstances should a consul administer an oath, unless he be authorized so to do by the laws of the country in which his consulate is situated, and unless the laws of that country regard the oath so administered, when falsely taken, as perjury, and prescribe an adequate punishment for the offence. When the laws of a foreign country do not authorize consuls to administer the oath, it should be taken before the nearest local magistrate, whose legal competency should then be certified by the nearest consul as already directed."

JAMES GUTHRIE,
Secretary of the Treasury.

CIRCULAR No. 52.

TREASURY DEPARTMENT,
June 30, 1855.

SIR: It is deemed proper to prescribe the following rules and regulations, touching the neceesary and occasional absence, from their duties, of the officers and clerks of the Treasury Department.

1. Any head of a bureau of the department, desiring leave of absence for himself, will address a letter to the Secretary of the Treasury, to be laid by him before the President, setting forth the grounds upon which it is asked, and the duration thereof, and that the public business will not suffer by reason of such absence, and indicating the person he may consider proper should be appointed to act in his stead.

2. In the event of sickness of any head of bureau, the chief clerk of said bureau will immediately give notice thereof to the Secretary.

3. Any clerk desiring leave of absence, will apply therefor to the head of the bureau in which he is employed, setting forth the grounds on which, and the period for which, it is asked. He will also state the condition of his business, and the effect upon it of his absence, if allowed. The head of the bureau will transmit such application to the Secretary, with his opinion of the expediency of his granting the leave.

4. In case of sickness of any clerk, he will give notice thereof to the head of the bureau in which he is employed, and in case such sickness is frequent or protracted, or the business is prejudiced thereby, the head of the bureau will report the fact as the case may be to the Secretary.

I am, very respectfully,
JAMES GUTHRIE,
Secretary of the Treasury.

A copy of this circular addressed to the respective heads of bureaus.

CIRCULAR No. 53.

To collectors of the customs.

INDIRECT TRADE.

TREASURY DEPARTMENT,
June 30, 1855.

SIR: For the purpose of exhibiting the extent and character of the indirect trade of the United States, as a separate statement in the general statistics of commerce and navigation, it is necessary to require an additional return to those already prescribed by the department.

Heretofore the efforts made in this direction have been confined to imports from the States composing the German Zoll-Verein, Switzerland, and Austria; these countries having either no ports of their own, or but little direct trade through their ports with the United States.

In the returns now about to be established, these, with all other countries having any description of indirect trade with this, will be included: so that the productions and manufactures of France exported from thence to this country, via England, will be shown; and the productions and manufactures of England arriving here through

French ports will also be shown; and in like manner those of other countries through ports other than their own.

These returns are to be made quarterly, at the same time and under the same regulations that govern the preparation of the commercial abstracts. They will embrace a description of the articles and their value, the country or State where produced or manufactured, and the country from whence shipped to the United States. The amount from each State (including the States composing the Zoll-Verein) should also be shown separately, and the statement completed by recapitulating the aggregates of each country, so as to exhibit the entire amount for the quarter.

To facilitate their preparation, you will request the merchants to state upon each entry the town or country represented in the invoice. This will render reference to that paper unnecessary, and enable you to make up the returns with less labor and equal, if not greater, accuracy.

Annexed will be found a list of the States at present composing the German Zoll-Verein.

Very respectfully,
JAMES GUTHRIE,
Secretary of the Treasury.

List of the States at present composing the German Zoll-Verein.

The kingdom of	Prussia.
The kingdom of	Bavaria.
The kingdom of	Hanover.
The kingdom of	Saxony.
The kingdom of	Wirtemberg.
The Grand Duchy of	Baden.
The Grand Duchy of	Oldenburg.
The Grand Duchy of	Luxembourg.
The Grand Duchy of	Saxe Weimar-Eisenach.
The Grand Duchy of	Hesse (Darmstadt.)
The Electorate (Curfürstenthum) of	Hesse (Cassel.)
The Duchy of	Brunswick.
The Duchy of	Nassau.
The Duchy of	Saxe Meiningen.
The Duchy of	Saxe Altenburg.
The Duchy of	Saxe Coburg-Gotha.
The Duchy of	Anhalt-Benburg-Cöthen and Dessau.
The Principality (Langrafschaft) of	Hesse Homburg.
The Principality (Türstenthum) of	Schwartzburg-Rudolstadt.
The Principality of	Schwartzburg-Sondershaushen.
The Principality of	Reuss-Greiz.
The Principality of	Reuss-Schleiz-Lobenstein.
The Principality of	Ebersdorf.
The Principality of	Waldeck.
The Freetown of	Frankfort (on the Maine.)

GENERAL REGULATIONS AND FORMS—No. 54.

[Under the provisions of the warehouse laws, and for other purposes.]

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REGULATIONS AND FORMS.

[See preceding Contents and Index.]

The following regulations are prescribed in order to give effect to the provisions of the several acts of Congress establishing and extending the warehousing system, and for other purposes:

SECTION I.

WAREHOUSES.

I. Warehouses, in which unclaimed and bonded merchandise shall be stored, will hereafter be known and designated as follows:

1st. Stores owned by the United States, or hired by them, prior to the date of these instructions, the leases of which have not yet expired or been cancelled. All unclaimed goods must be stored in these stores when there are such at the port available for the purpose; and they are also to be used for the storage of other foreign merchandise as hereinafter provided. All the labor in these stores shall be performed under the superintendence of the officer in charge, at the expense of the owner or importer of the merchandise, and all charges for storage, labor, and other expenses, accruing on the goods, shall not exceed the regular rates for such objects at the port.

Stores of this description will be known and designated as class 1.

2d. Stores in the possession of an importer and in his sole occupancy, which he may desire to place under the customs lock, in addition to his own lock, (said locks to be of a different character,) for the purpose of storing dutiable merchandise imported by himself only.

The entire store shall be appropriated to this sole purpose, under the regulations hereinafter provided; and for the time of the customs officer necessarily required in attendance at such store, the proprietor shall pay, monthly, to the collector of the port, a sum equivalent to the pay of such officer. All the labor on goods so stored must be performed by the importer at his own expense, under the supervision of the officer in charge.

Before any importer shall be permitted to use his own store for such purpose, he shall enter into a bond, according to the following form, in such sum and with such sureties as may be approved by the collector and this department:

(*Form No.* 1.)

Know all men by these presents, that we, —— —— —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars; for the payment of which, well and truly to be made to the United States, we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, by these presents, as witness our hands and seals this ——— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above bounden —— ——, the principal, shall comply in all respects with the provisions and requirements of the warehousing laws, and the regulations of the Treasury Department in pursuance thereof, and shall not store in the store or premises known as ——— street, any other goods, wares, or merchandise, than those imported by or consigned to him, and duly entered and bonded for warehousing, and ordered by the proper officer of the customs to be deposited therein, and shall pay to the collector, monthly, the salary of the officer or officers of the customs in charge of said goods, wares, and merchandise, or such part of said salary as may be required in pursuance of the regulations of the Treasury Department, and shall not remove, nor suffer to be removed, any goods, wares, or merchandise, from said store, without lawful permit and without the presence of the customs officer in charge, or, in case of such removal, shall pay to the proper collecting officer at the port the value of the merchandise so removed, and five thousand dollars as liquidated damages for each removal, then this obligation is to be void; otherwise, in full force and virtue.

Sealed and delivered in presence of—

—— ——. [SEAL.]
—— ——. [SEAL.]

Stores of this description will be known and designated as class 2.

3d. Stores in the occupancy of persons desiring to engage in the business of storing dutiable merchandise under the warehouse acts, and of performing the labor on such goods, in what is usually termed the

storage business. The labor performed on the goods in stores of this class shall be under the control and at the expense of the owner or occupant; and the stores shall be subject to such further rules as this department may deem necessary, from time to time, for the safe-keeping of the goods and protection of the revenue, and to be discontinued as a bonded warehouse when the public interest may require. All arrangements as regards the rates of storage and the price of labor in these stores must be made between the importer and the owner or occupant of the store, and all amounts due for storage and labor must be collected by the latter, the collector looking only to the safe custody of the merchandise for the security of the revenue.

Before any person shall be permitted to open a store of this description, he shall enter into bond according to the following form, in such sum and with such sureties as may be approved by the collector and this department.

(*Form No.* 2.)

Know all men by these presents, that we, —— ——— ——— ———, as principals, and ——— ——— ——— ———, as sureties, are held and firmly bound unto the United States of America in the sum of——— dollars; for the payment of which, well and truly to be made to the United States, we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, by these presents, as witness our hands and seals this —— day of ——, eighteen hundred and fifty——.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall comply in all respects with the provisions and requirements of the warehousing laws and the regulations of the Treasury Department, and exonerate and hold the United States and its officers harmless from or on account of any risk, loss, or expense, of any kind or description, connected with or arising from the deposite or keeping of imported merchandise, under the provisions of the several acts of Congress concerning warehousing, in the store or premises known as ———, and shall also pay to the collector, monthly, the salary of the officer or officers in charge of said goods, wares, and merchandise; and if the proprietor or occupant of said store shall receive for storage therein such unclaimed and seized goods as the collector of the customs may order to be deposited in said store, and shall safely keep and deliver the same to the order of the collector, looking to the goods for the storage and charges, and shall, from time to time, promptly report to the collector any and all damaged or perishable articles that may be found or stored in said stores, and all gunpowder, fire-crackers, and explosive substances sent to said store, and shall not remove nor suffer to be removed any goods, wares, or merchandise from said store, without lawful permit, and without the presence of the customs officer in charge, or, in case of such removal, shall pay to the proper collecting officer at the port the value of the merchandise so removed, and five thousand dollars as liquidated damages for each removal, then this obligation is to be void; otherwise in full force and virtue. Sealed and delivered in presence of—

—— ———. [SEAL.]
—— ———. [SEAL.]

Unclaimed and seized goods may be stored in this class of stores on the order of the collector; and the proprietor or occupant shall look to the goods for the storage and charges, at the usual and customary rates, and shall be liable for the safe-keeping of the merchandise as for other storage. The collector shall give no permit to withdraw such goods without payment of the legal duties and charges; and if sold, shall cause the storage and charges to be paid out of the proceeds of the sale.

Stores of this description will be known and designated as class 3.

These stores shall be placed in charge of an officer of the customs, under the separate and different locks of the custom-house and the owner or occupant acting as agent for the importers warehousing their merchandise in such stores. Should the amount of business at any one store require, in the judgment of the collector, the services of more than one officer, the owner or occupant shall be required to pay, monthly, such additional sum as will be equivalent to the salary of such officer or officers.

4th. For the storage of wood, coal, mahogany, dye-woods, lumber, molasses, sugar in hogsheads and tierces, railroad, pig, and bar-iron, anchors, chain-cables, and other articles specially authorized, yards or sheds of suitable construction may be used, to be bonded in the manner hereinbefore prescribed. These yards must be enclosed by substantial fences not less than twelve feet in height, with gates provided with suitable bars and other fastenings, so as to admit of being secured by customs locks, and must be used exclusively for the storage of the above-named merchandise, duly entered for warehousing by the owner or occupant, or for the purpose of general storage of warehoused goods; the purpose to be set forth in the application, and the bond to be taken accordingly, as in case of warehouses of the second and third classes. The sheds must be substantially constructed, with or without flooring or roofing, as this department and the collector may require; and, when required, the roof or exterior shall be covered with slate or metal. The doors and other openings must be provided with suitable fastenings, and be secured by the different and separate locks of the occupant and the customs; and the occupant shall provide a proper room for the use of the officer in charge. Collectors of the customs may order unclaimed and seized merchandise of the description authorized (when duly entered) to be deposited in sheds or yards; to be placed in such sheds or yards under the same regulations and conditions as are provided for the deposite of unclaimed or seized goods in warehouses of class No. 3.

Sheds and yards of the foregoing description will be designated and known as class 4.

The owner or lessee of a store occupied for general business purposes may use the cellar or vault of such store, under the conditions hereinafter prescribed, as a bonded warehouse of class 2, for the storage of wines and distilled spirits only, and exclusively of his own importation.

The entire cellar or vault shall be appropriated to this purpose, and shall have no opening or entrance except the one from the street, on which the separate and different locks of the customs and the owner

or proprietor of the cellar shall be placed; and a bond shall be entered into by the owner according to the foregoing form for stores of class 2.

II. One officer may have in charge as many cellars as, in the judgment of the collector, he can superintend efficiently, not exceeding six. A sum equivalent to the salary of the officer in charge shall be paid monthly to the collector by the owner or occupant.

III. Where a single officer has charge of more than one warehouse of the second class, or more than one cellar or vault, the amount to be contributed by each will be agreed on by the owners or occupants and the collector; and the agreement shall be in writing, in the following form, and filed with the bonds:

(*Form No.* 3.)

Whereas the cellar or store (as the case may be) No. —, on —— street, owned or occupied (as the case may be) by the undersigned, has been accepted and approved by the collector of the customs for the port of ———, and by the Secretary of the Treasury, as a private bonded warehouse: Now, in consideration thereof, the undersigned hereby agrees to pay to said collector, monthly, —— dollars, being the amount of compensation of the officer of the customs in charge of the cellar or store aforesaid.

(Signed) —— ——.

Witness: —— ——.

IV. Whenever it is desired to have any building constituted a private bonded warehouse of the second and third classes, the owner or occupant shall make application in writing to the collector, or other chief revenue officer of the port, describing the premises, the location and capacity of the same, and setting forth the purpose for which such building is proposed to be used, whether for the storage of merchandise imported or consigned to himself exclusively, or for the general storage of merchandise in bond. This application, to entitle it to consideration, must be accompanied by a certificate signed by the proper officers of two or more insurance companies, that the building offered is a first-class fire-proof store according to the classification of insurance offices at that port. The collector shall, thereupon, direct the superintendent of warehouses, or other officer discharging the duties of such superintendent, to examine and inspect the premises, and to report in writing the particulars in relation to the location, construction, and dimensions of the store, the means provided for securing custody of the merchandise which may be deposited in the same, and all other facts having a bearing on the subject. On the receipt of this report the collector shall transmit the same to this department, together with the application of the party, the insurance certificates, and a statement of his own views and opinion. If the reports be satisfactory, and it appear that the public interest will be subserved thereby, the application will be granted; whereupon the owner or occupant will be required to enter into bond in the form prescribed, in such penalty and with such security as the

collector may deem proper. A certified copy of this bond will be forwarded to the department, with a statement as to the sufficiency of the penalty and the responsibility of the obligors, for its approval, which having been signified to the collector, the building may be considered a duly constituted bonded warehouse. Applications for the bonding of yards and sheds as warehouses of the fourth class will be made in a similar manner, and under like regulations.

V. The stores described in the second and third classes will be required, previous to their being used for the storage of bonded goods, to have such fastenings on the doors and windows as the collector may deem requisite for the security of the property. The store must be separated from adjoining buildings by a brick or stone wall, in which no door or other opening will be permitted, and must have a party-wall above the roof.

VI. In classes Nos. 2 and 3, an office for the accommodation of the owner or occupant may be allowed, but such office must be separated by a permanent partition from the rest of the store, so that the owner shall have no access to the goods, except in the presence of the officer, who must be allowed such use of the office as may be necessary for him in making his daily return of receipts, deliveries, and examinations.

VII. After stores have been approved and placed under customs lock, the collector will retain the right of ordering additional fastenings, to be provided by, and at the expense of, the owners or occupants having charge of the premises.

VIII. Should the owner or occupant of any store, cellar, or yard neglect or refuse to pay to the collector the sum required by these instructions for the use of an officer or officers, as the case may be, or fail or refuse to comply with any law regulating the storage of merchandise, or any rules or regulations issued by this department, or by the collector, for the safety of the goods stored, the collector shall refuse permission to deposite goods in such store, and report the facts at once to this department for its further action.

IX. The proprietors or occupants of stores Nos. 2, 3, and 4, on ten days' notice from the collector, may be required to renew their bonds; and if they fail so to do, no more goods shall be sent to their stores, and those within the same shall be withdrawn at their expense; and the proprietor or occupant of such store shall have the right to relinquish the business at any time on notice to the owners of the merchandise deposited therein, and paying the expense of its removal to other stores.

SECTION II.

ENTRY FOR WAREHOUSING.

I. The entry of goods for warehousing shall be in the following form, and must be verified by oath or affirmation, as in entry of merchandise for immediate payment of duties:

(*Form No. 4.—Warehouse entry.*)

CUSTOM-HOUSE, ———,
Port of ———, 185 .

Entry of merchandise imported on the ——— by —— ——, in the ———, —— ——, master, from ———.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

II. The dutiable value of each package of dry goods, hardware, or other package goods, must in all cases be stated on this entry, when the invoice will permit its being done; and in case of deduction for damage or other causes, it must be adjusted on each package separately, that this entry may always be a true basis for withdrawal entries, either for consumption, transportation, or exportation, and also for the warehouse accounts. The owner or importer will exercise the option given to him by law, by designating upon the entry the warehouse in which he desires the merchandise shall be deposited.

III. Any portion of an invoice, not less than an entire package, or, if the merchandise be in bulk, not less than one ton in weight, may be entered, for warehouse, if the importer desire, and the remainder for immediate payment of duties; in which case the two entries must be made simultaneously, and the oath or affirmation altered to correspond. If no invoice has been received, or an invoice without consular certificate, the goods must be sent to store as unclaimed goods, (unless entered for immediate exportation to foreign ports,) when the same may be entered in conformity with the act of March 1, 1823, and the general regulations of the department.

IV. The entry having been examined by the proper officer in the collector's office, and the duty estimated thereon, it will be transmitted to the naval officer, with the invoice or invoices, for examination and estimate of the duties by that officer; which done, the collector will take a bond, with satisfactory security, in double the amount of such estimated duties, in the following form:

(*Form No. 5.*)

Know all men by these presents, that we, —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, to be paid to the United States; for the payment whereof we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly

by these presents, as witness our hands and seals this ——— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above-bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall, on or before the expiration of three years, to be computed from the date of the importation of the goods, wares, and merchandise hereinafter mentioned, well and truly pay, or cause to be paid, unto the collector of the customs for the port of ———, the sum of ——— dollars, or the amount of duties to be ascertained as due and owing on goods, wares, and merchandise imported by —— ——, in the ——, —— master, from ———, consisting of ———, or shall, in the mode prescribed by law, on or before the expiration of the three years aforesaid, withdraw the said goods from the bonded store or public warehouse where they may be deposited at the port of ———, then this obligation is to be void; otherwise to remain in full force and virtue.

Sealed and delivered in presence of—

—— ——. [SEAL]
—— ——. [SEAL.]
—— ——. [SEAL.]

V. The bond having been executed, the collector will issue a permit to the inspector (which order must be countersigned by the naval officer, where there is one) to send the goods to the warehouse named therein, with the exception of such as may be designated for examination, which will be sent to the appraisers' stores; such order must also indicate what goods are to be weighed, gauged, or measured; and such weighing, gauging, or measuring is in all cases to be done before the deposite of the goods in warehouse, or their removal to the appraisers' stores. This order will be in the following form:

(*Form No.* 6.)

CUSTOM-HOUSE, ———,
Collector's Office, ———, 185 .

To the Inspector of the Port:

You are directed to send to the bonded warehouse, No. ——, ——— street,

[Here describe the merchandise]

imported on the ——— of ——— by —— —— in the ———, —— master, from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

On this permit the collector will designate the packages which the importer will send to the appraisers' stores.

VI. When the goods are sent from the ship or vessel, in which the same may have been imported, to a warehouse under a warehouse permit, each cart, dray or lighter load must be accompanied by a receipt, specifying the marks, numbers, and description of packages. This receipt will be signed by the officer in charge of the store, on due re-

ceipt of the goods, and will be returned by the cartman, drayman, or lighterman to the inspector on board the vessel. These cart, dray, or lighter receipts are to be numbered progressively; and in case the numbers do not arrive at the store in due course, the officer in charge of the store shall forthwith ascertain the cause; and if there be any appearance of fraud, he shall advise the collector thereof without delay.

Should the cartman, drayman, or lighterman refuse or neglect to return the receipts to the inspector, that officer will report the fact to the collector, and the employment of such drayman, cartman, or lighterman will not afterwards be permitted.

VII. On completion of entry for warehouse, should the importer desire to take the whole or any portion of his property from the vessel, and pay the duties before the same go into store, he shall be at liberty to do so by paying the duty on withdrawal entry for consumption, and one-half storage for one month, and giving penal bond as required by 4th section of act of 28th May, 1830; but in no case shall any property remain on any wharf or pier after the inspector shall make the return of the cargo of his vessel, but his entire cargo shall be accounted for by warehouse receipts or landing permits.

When the packages designated by the collector on the invoice and ordered to the appraisers' stores shall have been reported as examined, the collector shall direct the storekeeper to cause such packages to be removed from the appraisers' stores to the warehouse where the remainder of the goods described in the entry have been deposited. The expense of such removal shall be borne by the importer, and the order for removal shall be in the form following:

(*Form No.* 7.)

CUSTOM-HOUSE, ———,
Collector's Office, ———, 185 .

To the Storekeeper at Appraisers' Stores:

You will transfer from appraisers' stores to bonded warehouse, ——— street, the following examined packages:

[Here describe the merchandise]

imported by —— ——, in the ———, from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

VIII. The appraisers having reported on the invoice, the weigher, gauger, or measurer having made his return of the quantity, the damage, if any, having been ascertained, and the dutiable value of the merchandise and duties finally determined, the importer, consignee, or agent may, at any time within three years from the date of importation, withdraw from warehouse any quantity of the same, not less than an entire case or package, or not less than one ton in weight, if the merchandise be in bulk; but it is to be distinctly understood that no merchandise can be entered for transportation from one port to another in the United States, and withdrawn from

warehouse on such entry, until all the examinations and returns have been made, and the dutiable value and duties definitely fixed.

IX. If, on examination by the appraisers, the merchandise be found to be undervalued in the entry, and additional duty incurred, such additional duty must be paid before the delivery of the merchandise from warehouse for consumption, transportation, or export.

X. Claims for damage on the voyage of importation must be made within ten working days after date of landing, in conformity with the general regulations on that subject; whereupon the appraisers will forthwith make the requisite examinations, determine the allowance to be made, and transmit their report to the collector without delay.

XI. When goods entered for warehousing have been deposited in any public store of class 1, the required examinations completed, the dutiable value ascertained, and the additional duty, if any shall have been incurred, paid, the person making entry thereof shall be entitled to receive, on application therefor in writing, a certificate either for the entire importation or for one or more packages or parcels thereof, as he may require. On the receipt of such application, the collector shall require the officer in charge of the warehouse to report, in writing, whether the goods described are actually in store, together with the number of the store, and the particular place where deposited, and the warehouse marks designating the packages. This report having been made, and found to agree with the application, the certificate provided for will be issued. Such certificate shall be signed by the collector and countersigned by the naval officer, who, for this purpose, shall be furnished with the report of the officer in charge of the warehouse.

(*Form No.* 8.)

DISTRICT OF ———,
Custom-house ———, 185 .

We hereby certify that the goods marked and numbered as per margin, entered for warehousing by ———, are now deposited in bonded warehouse No. ——, ——— street, under the provisions of the warehouse laws.

Marks and Nos.	Description of goods.

—— ——, *Collector.*

—— ——, *Naval Officer.*

These certificates will be numbered progressively, and, before delivery to the importer, will be recorded in books kept for the purpose by the collector and naval officer.

SECTION III.

ENTRY FOR WITHDRAWAL FROM WAREHOUSE.

I. The entry for withdrawal of merchandise from warehouse for *consumption* at port of original importation shall be made by the party in whose name the merchandise was warehoused, or by some person duly authorized for the purpose by him, and in either case shall be signed by the party making the withdrawal. This entry shall exhibit the marks and numbers of the packages, the description and quantity of the goods, and the dutiable value of the same. On presentation to the proper officer in the collector's office, it shall be compared with the record on the warehouse books of the original warehouse entry, and, if found correct, be properly entered therein, the warehouse bond number endorsed thereon, and the amount of duties payable estimated. From the collector's office it shall then be taken by the importer to the naval office, where a similar comparison shall be made with the warehouse records of that office, and the estimate of duties verified and endorsed upon the duplicate entry. The amount of duties thus ascertained having been paid, a permit will be issued for the delivery of the goods. The entry shall be in the following form, and shall be made in duplicate:

(*Form No.* 9.)

Withdrawal entry for consumption at port of original importation.

Entry of merchandise intended to be withdrawn from warehouse by ——— ———, which was imported into this district on the ———, 185 , by ——— ———, in the ———, ——— master, from ———.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

[To be signed by importer.]

No oath will be required on this entry. If merchandise be withdrawn by any other than original importer, the following certificate must be placed thereon:

(*Form No.* 10.)

I authorize ——— to withdraw from warehouse the goods described in this entry.

[To be signed by the importer.]

II. Merchandise in bulk, liquors, sugars, molasses, cocoa, pepper, and other articles bought and sold by weight, when withdrawn for export or transportation, must be entered for such destination at the actual quantities on which duties were estimated at time of arrival in the United States; and to secure this, weighers, measurers, and gaugers will be required to mark on each package its contents as determined by them on its entry for warehouse. On these quantities the duties on export and transportation entries will be estimated. Goods withdrawn for consumption may be taken at average valuations—care being had that on the last withdrawal the entire balance of duty be collected.

III. Should the final withdrawal entry be for export or transportation, and there be any difference between the actual duty and the amount to close the sum due on the warehouse entry, the excess, if any, shall be refunded on the last withdrawal for consumption, and the deficiency, if any, collected on amendment to said entry.

The permit to deliver for consumption shall be in the annexed form, and shall be countersigned by the naval officer:

(*Form No.* 11.)

DISTRICT OF ———,
Custom-house, ———, 185 .

To the Storekeeper of the Port:

You will deliver to —— ——, [here describe the merchandise,] imported into this district on the ———, 185 , by —— ——, in the ———, ——— master, from———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

IV. The entry for *transportation* from one port to another in the United States shall be made and signed as required in case of entry for consumption, and shall be in the form following:

(*Form No.* 12.)

Transportation entry from one port to another in the United States.

Entry of merchandise intended to be withdrawn from warehouse by ———, for transportation to ———, which was imported into this district on the ——, 185 , by —— ——, in the ———, —— —— master, from ———.

CUSTOM-HOUSE, ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

V. This entry shall be made in triplicate, and when withdrawn by other than the original importer, the same authority must be required as in case of entry for consumption. And in addition to the particulars required in that case, this entry shall exhibit the name of the consignee, and the name of vessel by which the goods are to be transported; or if the transportation be by land, or partly by land and partly by water, the particular railroad or other route shall be designated, which route shall be in accordance with the regulations hereinafter provided. The party making the entry shall also present a copy of so much of the original invoice as relates to the merchandise, if package goods, described in such entry; or if other than package goods, a copy of the whole invoice. This copy must be a literal copy of the original, and if in a foreign language, must be a translated copy, and contain all the particulars set forth in that document. The entry having been compared with the record of the original warehouse entry, as provided in case of entry for consumption, entered in the appropriate column in the warehouse account, and the warehouse bond number endorsed thereon, and having also been compared and entered in the books of the naval officer, and the duties payable estimated, and the following oath taken by the party making entry, the collector will take a bond in the following form, in a penal sum equal to double the invoice or appraised value of the goods, with sufficient surety or sureties.

(*Form No.* 13.)

I do solemnly, sincerely, and truly swear that the goods, wares, and merchandise described in the within entry, now delivered by me to the collector of the customs for the port of ———, are truly intended to be transported in bond by me to the port of ———, and delivered to the collector of said port, according to the provisions of the warehousing laws, and the regulations of the Secretary of the Treasury. So help me God.

Sworn to this —— day of ———, 18 , before me.

—— ——, *Collector.*

(*Form of Bond* 14.)

Know all men by these presents, that we, —— ——, as principals, and ——— as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, for the payment whereof to the United States, we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly by these presents, as witness our hands and seals this ——— day of———, eighteen hundred and ——.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall, within —— days from the date hereof, or within such further time as the Secretary of the Treasury may, on application therefor of the principal in this bond, prior to the maturity thereof, prescribe, transport in

[Here name vessel, railroad car, &c., and the route as designated on the entry]

the merchandise described in an entry made by —— —— at the custom-house at ——— for withdrawal from warehouse of —— ——

[Here describe merchandise as in entry]

for transportation in bond to the port of ———, and shall deliver the same to the collector at said port, within the time herein specified; or in case of delay from unavoidable accident, then within a reasonable time thereafter, and produce to and deposite with the collector at the port of (here insert port of withdrawal) the certificate of the collector of the port, (here insert port of destination,) that the said merchandise has been delivered to him according to law; or failing so to do, shall pay to the proper collecting officer of the United States at the port of (here name port of withdrawal) the amount of duties to be ascertained as due and owing on the merchandise aforesaid, and an additional duty of one hundred per cent. imposed by the act of Congress of the 28th day of March, 1854; then this obligation is to be void; otherwise it shall remain in full force and virtue and be enforced, forthwith, by due process of law.

—— ——. [SEAL.]
—— ——. [SEAL.]

Sealed and delivered in presence of—

VI. If the port to which the merchandise is to be transported be not more than one hundred miles distant by the route proposed, the time inserted in the bond shall be twenty days; if over one hundred, and less than two hundred and fifty miles, thirty days; if over two hundred and fifty, and less than five hundred miles, sixty days; and if over five hundred miles, ninety days; but if the distance be over two hundred and fifty miles the collector may, at the instance of the party, allow thirty additional days.

Nine months will be allowed for transportation of merchandise in bond between the Atlantic and Pacific ports of the United States around Cape Horn, and four months by other routes between those ports. If the transportation within the time prescribed is retarded by accident, or other unavoidable cause, on regular protest and due proof of the accident or other unavoidable cause, the collector may receive said goods, or any part thereof, within a reasonable time thereafter.

VII. This bond having been executed, the collector will then issue an order in the following form, countersigned by the naval officer, for the delivery of the goods to the party making entry for transportation:

(*Form No.* 15.)

DISTRICT OF ———,
Custom-House, ———.

To the Storekeeper of the Port:

Bond having been given for delivery at the port of ———, of the following merchandise withdrawn for transportation by ———, viz.:

[Here describe the merchandise]

which was imported by ———, on the —— day of ——, 18 , in the ———, —— —— master, from ———, you will deliver the same.

—— ——, *Collector.*

—— ——, *Naval Officer.*

VIII. Merchandise in bond may also be allowed to pass over the Great Western railroad from the port of withdrawal to its port of destination in the United States, through that part of Canada between Niagara and Detroit, only in United States bonded cars, constructed and secured in the manner hereinafter prescribed, the cars to be locked on their departure from the port of withdrawal, the collector at that port retaining one key, and unlocked only at the port of destination, the collector at the latter being provided with another key. The conductors appointed as inspectors of the revenue by the collectors at Detroit and Niagara, under the authority heretofore given by this department, to take charge of baggage and freight cars in transit over the Canadian section of the route from one port to another in the United States, will have also the charge of the United States bonded cars, and will be required to see that the locks and fastenings remain undisturbed, and will be provided with a manifest as required in other cases of transportation in bond, to be delivered to the collector at the port of destination, and on which they will duly certify that the bonded cars have not been opened, nor any access to their contents had on the route.

IX. When merchandise is entered, and bond given for transportation between the Atlantic and Pacific ports of the United States, by way of the isthmus of Panama, the collector will, before the delivery of the merchandise from warehouse, and at the expense of the transporter, cause each box, bale, case, or other package, to be corded, and a lead seal attached thereto; and cigars in small boxes to be packed in cases and so sealed.

Wines and distilled spirits, in casks or other packages, must have the number of bung or other holes legibly branded on the exterior, and sealed, to prevent alteration or adulteration in the transit.

Goods in bulk, and other articles which cannot be sealed, must be examined before delivery for transportation by the collector, and weighed, gauged, or measured, as the case may be, and the weight, gauge, or measure, so found, specified on the entry, and on the copy thereof accompanying the goods. Before delivery from warehouse, whenever practicable, each package will also be legibly marked, "Port of ———, in bond for —— ——."

Before delivery from warehouse, samples will be taken of each package of liquors, except when in bottles, not exceeding eight ounces in quantity, and will be so marked as to insure identity, and be deposited with the storekeeper of the store, subject to the order of the collector.

A duly certified copy of the entry, with the duties estimated thereon, and a certified copy of the invoice, with the appraisers' report, must accompany the goods, and a triplicate entry, as in other cases of trans-

portation in bond, be forwarded by the collector by the first mail, to the collector at the port of destination.

These papers will each contain a statement of the particulars of the sealing, bonding, and marking of the goods.

On arrival at the isthmus, the copy of the entry will be exhibited to the United States revenue agent, if there be one residing there; if none, then to the United States consul residing at the port, who will examine the packages, and compare the same with the description in the copy of the entry, and will certify the result of his examination on the copy, and deliver it to the owner or his agent.

On arrival at the port on the isthmus from which the goods are to be shipped to the United States, the same examinations and comparisons shall be made by the United States revenue agent, if there be one residing there; if none, then by the United States consul, and the result certified by him on the copy of the entry, and the same delivered to the owner or his agent in charge of the goods.

X. Should the merchandise be transported in bond over the isthmus of Tehuantepec, or by the route of San Juan de Nicaragua, the same examinations and certificates will be required by the consul and revenue agent to test and insure an identification of the goods. Examination and certificate must in all cases be made by the United States revenue agent, if there be one, either at the port of arrival or departure on the route, and by the United States consul also, if there be one, at the other terminus of the route. If there be no United States revenue agent on the route, the examination and certificate will be made by the United States consul at the port of arrival or departure, if there be but one, and by both if there be one at each port.

XI. On arrival of the goods at the port of destination in the United States, the copy of the entry, with the official certificates thereon, shall be delivered at once to the collector of the customs, who, if satisfied of the identity of the goods, will admit the same to entry for rewarehousing; but if not so satisfied, will keep them in custody and report the case to the department for instructions.

XII. Masters of vessels, or conductors of railroad cars or other vehicles, by which goods are conveyed from one port of the United States to another over the routes above indicated, will be required to have and exhibit a manifest of the merchandise, as in other cases of transportation of goods.

XIII. On the arrival of the goods at the port of destination they must immediately be entered for rewarehousing, the entry for which purpose shall be in the form following, such entry in all cases being a copy of the withdrawal entry at the port of last withdrawal.

(*Form No.* 16.)

Rewarehousing entry.

Entry of merchandise intended to be rewarehoused by ——— ———, which was imported into the port of ———, on the ——— day of ———, 18 , and withdrawn from warehouse at port of ———, on the ——— day of ———, 18 , for transportation to this district. ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed.)

XIV. This entry shall be verified by the oath or affirmation of the party to whom the goods are consigned, in the form following, viz:

(*Form No.* 17.)

DISTRICT OF ———.

I, —— ——, do solemnly, sincerely, and truly swear, that the goods described in the entry now delivered by me to the collector of this district are the identical goods mentioned in a transportation entry made at the custom-house —— ——, by ——, on the —— day of ——, 185 , and that said goods are the same in quality, quantity, value, and package, wastage and damage excepted, as at the time of original importation. So help me God.

Sworn to this —— day of ——, 185 , before me.

—— ——, *Collector.*

XV. This oath, or affirmation, having been taken, and the place of deposite designated, a bond, with satisfactory security, in a penal sum, equal to double the amount of the duties, shall be executed by the party, which bond shall be in the following form, viz:

(*Form No.* 18.)

Know all men by these presents, that we, ———, as principals, and ———, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, to be paid to the United States, for the payment whereof we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly by these presents, as witness our hands and seals, this —— day of ———, eighteen hundred and ——. The condition of this obligation is such that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall, on or before the expiration of three years, to be computed from the —— day of ——, being the date of the original importation of the goods, wares, and merchandise enumerated herein, well and truly pay, or cause to be paid, unto the collector of the customs for the port of ——— for the time being, ——— dollars, or the amount of duty to be ascertained as due and owing on goods, wares, and merchandise

entered this day for rewarehousing, by ———, consisting of ———; or shall, on or before the expiration of the three years aforesaid, in the mode prescribed by law, withdraw the said goods, wares, and merchandise, from the warehouse at the port of ———, then this obligation to be void; otherwise to remain in full force and virtue.

——— ———. [SEAL.]
——— ———. [SEAL.]

Sealed and delivered in presence of—

XVI. The collector shall thereupon issue a permit, as in the case of goods entered for warehouse at the port of original importation, directing the goods to be deposited in the warehouse designated, which permit shall be in the following form, viz:

(*Form No.* 19.)

CUSTOM-HOUSE,
Collector's Office, ——, 185 .

To the Inspector of the Port:

You are directed to send to the bonded warehouse No. ——, ——— street,

[Here describe merchandise]

brought into this district by ——— ———, from ———.

——— ———, *Collector.*

——— ———, *Naval Officer.*

On this permit the collector shall designate the packages to be examined, and which shall be sent to the appraiser's store, in the same manner as goods entered for warehouse from foreign ports.

When the merchandise has been deposited in store, as designated in this permit, an endorsement in the following form, signed by the storekeeper or storekeepers in charge of such stores, shall be placed thereon, and the permit then returned to the collector's office:

I certify that the goods designated herein, with the exception of such as are ordered to the appraisers' store, have been deposited in store No. ——, ——— street.

——— ———, *Storekeeper.*

I certify that the goods ordered to the appraisers' store have been duly received there.

——— ———, *Storekeeper.*

XVII. On receipt of the permit, endorsed as above, and on the same examination being had, as is required by law, on importations of merchandise from foreign ports, the collector, if satisfied that the goods so deposited and examined are the identical goods described in the entry and invoice received by him from the collector at the port of withdrawal, will immediately furnish the party making entry with

a certificate, countersigned by the naval officer, where there is one, of the delivery, in the form annexed, and will also transmit a duplicate of such certificate to the collector at the port of withdrawal.

(*Form No.* 20.)

DISTRICT OF ———,
Port of ———, ——, 185 .

We hereby certify that the merchandise marked and numbered as follows, withdrawn from warehouse at the port of ———, on the —— day of ———, by ———, has been duly delivered to the proper officer of the customs at this port.

[Here describe the merchandise.]

—— ———, *Collector.*

—— ———, *Naval Officer.*

XVIII. If, however, the consignee should desire to pay the duties, and get possession of his goods immediately on arrival, an entry may be made in the following form, to be verified by oath or affirmation:

(*Form No.* 21.)

Rewarehousing and withdrawal for consumption.

Entry of merchandise to be rewarehoused and withdrawn by ———, which was brought into this district by ——— from the port of ———, on the ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed.)

XIX. The value and duty as assessed at the port of original importation, and so stated in the triplicate copy of transportation entry forwarded to port of destination, will in all cases be the value and duty to be charged on the rewarehouse entry; and said triplicate copy will in all cases be attached to the rewarehouse entry, or if withdrawn immediately on arrival, to rewarehouse withdrawal entry, as the vouchers and authority for the assessment of duty. Should there, however, on the examination be found any omission or error in the classification of the merchandise, or in the estimate or extension of duties, the collector at the port of destination will notify the

collector at the port of withdrawal of such error or omission, and withhold the entry until they shall be corrected at the port of withdrawal, unless the error or omission be merely clerical in the estimate and extension of duty; in which case they shall be forthwith corrected, entry allowed, and the fact reported to the collector at the port of withdrawal.

The oath or affirmation on this entry shall be as follows:

(*Form No.* 22.)

I do solemnly, sincerely, and truly swear that the goods described in this entry, now delivered by me to the collector of this district, are the identical goods mentioned in a transportation entry made at ——— by ———, on the ——— of ———, 185 , and that the said goods are the same in quantity, value, and package, wastage and damage excepted, as at the time of original importation. So help me God.

Sworn to this ——— day of ———, before me. ———,

———— ————, *Collector.*

In this case, no rewarehouse bond will be required; but the duties, which shall be the amount certified as payable on the triplicate entry, having been paid, and a penal bond taken, as provided in the 4th section act 28th May, 1830, the collector will issue a permit, in the form following, for the delivery of the goods:

(*Form No.* 23.)

DISTRICT OF ———,

Port of ———, ———, 185 .

To the Inspector:

You are directed to examine the following described merchandise, [here insert merchandise,] brought into this district by ——— from ———, and, if found to agree with the description, deliver the same to ———, except the packages ordered for examination, which you will send to the appraisers' store.

—— ——, *Collector.*

—— ——, *Naval Officer.*

On the receipt of this order, the inspector will make such examination as to satisfy himself of the identity of the goods with those described; whereupon, he will deliver the same, except the packages ordered for examination, and return the permit to the collector, with his endorsement of delivery.

The same examination shall be had by the appraisers of the goods in this case as in case of entry for actual rewarehousing; and on their report that the goods agree with the entry, a permit shall issue for the delivery of the examined packages, and a certificate in duplicate be issued to cancel the bond at the port of withdrawal.

XX. Should the consignee of any merchandise transported under bond desire to export the same immediately on arrival at the port of destination, he will give notice of the same to the collector, in writing,

who will direct the storekeeper to assume the custody of the goods, wherever they may be, until the necessary entry is completed and permit issues. Should there be any delay in the preparation of those papers, the goods will be sent by the collector to such warehouse as he may select. The entry will be made in the form annexed.

(*Form No.* 24.)

Rewarehouse entry for immediate exportation.

Entry of merchandise brought into this district by —— ——, from ———, and now to be exported by —— ——, on board the ———, for ———, which was imported into the port of ———, on ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

[To be signed by the exporter.]

The entry having been verified by the oath or affirmation of the consignee, as provided in case of entry for rewarehousing, and also by the oath or affirmation of the exporter, in the form following, viz:

(*Form No.* 25.)

DISTRICT OF ———.

I do solemnly, sincerely, and truly swear, that the goods, wares, and merchandise described in the within entry, now delivered by me to the collector of the customs for the port of ———, are truly intended to be exported by me to the port of ———, without the limits of the United States, and are not intended to be relanded within the limits of the United States. I further swear that, to the best of my knowledge and belief, the said goods, wares, and merchandise are the same in quality, quantity, value, and package, wastage and damage excepted, as at the time of importation. So help me God.

Sworn to, this ——— day of ———, 185 , before me.

—— ——, *Collector.*

And the export bond, hereinafter prescribed, having been executed, the collector will issue a permit, to be countersigned by the naval officer, in the annexed form, viz:

(*Form No.* 26.)

DISTRICT OF ———,
Port of ———, 185 .

To the Storekeeper of the Port:

You are directed to deliver to the surveyor for exportation on board the ———, for ———, [here describe the merchandise,] brought into this district by ———, from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

At the same time that this order is given to the storekeeper, a copy of the entry shall be also transmitted to the surveyor for the due shipment or lading of the goods.

The direction to the surveyor upon this entry shall be as follows:

(*Form No.* 27.)

PORT OF ———, 185 .

To the Surveyor:

You will direct an inspector to examine the goods described in this entry, and, if found to agree exactly therewith, to superintend the lading thereof on board the ———, for ———, of which, when completed, you will grant a certificate.

—— ——, *Collector.*

—— ——, *Naval Officer.*

The return of the inspector upon this entry shall be as follows:

(*Form No.* 28.)

PORT OF ———, 185 .

I, —— ——, have examined the goods described in the within entry, and, finding them to agree therewith, they were laden, under my supervision, on board the ———, for ———.

—— ——, *Inspector.*

No bond, other than the export bond, will be required; and in this case, as well as in that of payment of duties, the certificate already prescribed for the cancellation of the transportation bond will be furnished to the party making entry, immediately on the receipt of the necessary evidence that the merchandise described in the transportation entry has been delivered; and a duplicate of the same will also be forwarded to the collector, or other proper officer, at the port of withdrawal.

This form of entry will only be allowed on articles in bulk—woods, liquors that are branded and sealed, cases corded and sealed, sugar, molasses, coal, iron, and other heavy and bulky goods, when the identification can be readily made by the inspecting officer. All other articles must be rewarehoused, as previously provided for, and exam-

ined for identity by the appraisers, before an export entry can be allowed.

XXI. The merchandise must, in all cases, be actually delivered to the officer of the customs at the port where landed or unladen, whether entered for rewarehousing, payment of duties, or immediate exportation.

XXII. Should merchandise, after having been rewarehoused, be withdrawn for consumption, transportation, or exportation, the entries shall be according to the forms annexed—all the regulations as to oaths, bonds, examinations, &c., to be complied with, as herein provided for entries at first and second ports.

(*Form No.* 29.)

Rewarehouse withdrawal entry for consumption.

Entry of merchandise intended to be withdrawn from warehouse for consumption by —— ——, which was brought into this district on the ——— day of ———, 185 , by ———, from the port of ———.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed.)

(*Form No.* 30.)

Rewarehouse withdrawal entry for transportation in the United States.

Entry of merchandise intended to be withdrawn from warehouse by —— ——, for transportation to ———, which was brought into this district on the ———, 185 , by —— ——, from the port of ———, the same having been originally imported into the district of ———, on the —— day of ———, 18 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed.)

(*Form No.* 31.)

Rewarehouse withdrawal entry for exportation.

Entry of merchandise withdrawn from warehouse by ——— ———, and to be exported by ——— ———, in the ———, ——— ——— master, for ———, which was brought into this district on the ———, 185 , from port of ———, the same having been originally imported into the district of ———, on the ——— day of ———, 18 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed.)

If the merchandise be withdrawn in either of these cases by any other than the party by whom brought into the district, the same authority is required as in case of withdrawal at port of original importation.

XXIII. On the arrival from any foreign port of any goods destined for immediate transportation to other ports in the United States, the warehousing and transportation may be combined in one entry, the oaths to be the same as prescribed in the warehouse entry. The forms of entry and bond shall be as follows, the foregoing regulations as to examinations being in all respects complied with:

(*Form No.* 32.)

Warehouse entry and transportation in the United States.

Entry of merchandise imported by —— ——, in ship ———, —— —— master, from ———, for warehouse and for transportation in bond to ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

XXIV. This entry must be made in triplicate, in accordance with the rules already prescribed, stating, in addition, the date and time of transportation bond, and the triplicate forwarded to place of destination, as in case of withdrawal from warehouse for transportation in the United States. The entry having been verified by the oath or affirmation of the importer, and the transportation route having been designated, and all other requirements complied with, the collector will take a bond in the following form:

(*Form of Bond, No.* 33.)

Know all men by these presents, that we —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, for the payment whereof to the United States, we firmly bind ourselves, our heirs, executors, administrators and assigns, jointly and severally, as witness our hands and seals this ——— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators or assigns, shall within —— —— from the date hereof, or within such further time as the Secretary of the Treasury may, on application of any of them before said day, allow, or in case of delay from unavoidable accident, within a reasonable time thereafter, transport in the ———, [here name vessel, railroad, &c., and route, as designated in the entry,] the merchandise described in an entry made at the custom-house at ———, for warehouse and transportation in bond to the port of ———, as per margin, [describe on the margin the merchandise,] and shall deliver the same to the collector at said port, and produce to, and deposite with, the collector of the customs at the port of ———, [here insert port of withdrawal,] the certificate of the collector of the port of ———, [here insert port of destination,]

that the said merchandise has been delivered to him according to law, or failing so to do, shall pay to the proper collecting officer of the United States at the port ———, [here name the port of withdrawal,] the amount of duties, endorsed on this bond as due and owing on the merchandise aforesaid, and an additional duty of one hundred per cent. imposed by the act of Congress of the 28th day of March, 1854, then this obligation is to be void; otherwise it shall remain in full force and be forthwith enforced by due process of law.

——— ———. [SEAL.]
——— ———. [SEAL.]

Sealed and delivered in presence of—

XXV. On giving bond as above, the collector will issue a permit, to be countersigned by the naval officer, directing the goods to be sent to the warehouse designated by the importer, while the requisite examinations are being made by the appraisers, and until the dutiable value shall have been determined; which having been done, a permit shall be issued for the delivery of the goods to the importer for transportation, and the same proceeding shall be had as heretofore provided in case of goods withdrawn from warehouse for transportation. Especial care being taken that the triplicate entry is transmitted to the second port in season to anticipate the arrival of the goods.

The same permits are to be used as when the warehouse and transportation entries are made separately. In case of warehouse and transportation entries, the importing vessel may be considered the warehouse, without charge, during the time the examination is being made by the appraisers, and from which deliveries may be made for transportation; but should the examination be delayed beyond the time allowed by law for the goods to remain on board, they must be sent to such bonded warehouse as the importer may select, until the examination is completed, under the usual warehouse permit; and when delivered for transportation, the delivery to take place under the permit as delivery for transportation.

XXVI. The following routes, for the transportation of merchandise in bond from one port of entry to another port of entry or delivery, are hereby authorized:

From the ports of Boston, New York, Philadelphia, and Baltimore, to Pittsburg, Wheeling, Cincinnati, Louisville, St. Louis, Nashville, Natchez, Evansville, New Albany, Burlington, Vt., Sackett's Harbor, Rochester, Oswego, Lewiston, Buffalo, Ogdensburg, Plattsburg, Cape Vincent, Erie, Toledo, Sandusky, Cleveland, Detroit, Michilimackinac, Chicago, and Milwaukie, by canal, railroad, river, or lake, wholly or in part, as the party may select in his entry.

Also, from a port or ports on the Atlantic to any other port on the Atlantic, Gulf of Mexico, or the Pacific, or *vice versa*, by such route and conveyance as the party in his entry may select.

Also, from the port of New Orleans to any port of entry or delivery on the Mississippi and its tributaries, and by such conveyance and route as the party in his entry shall select.

Also, from the ports of Charleston and Savannah to the ports of

Knoxville, Nashville, and Memphis, by such conveyance and route as may be designated on the entry.

Whatever mode of transportation may be adopted, whether by land or water, or partly by land and partly by water, the route must be set forth and particularly described in the entry.

XXVII. In order to facilitate the transmission of merchandise in bond from a port of entry to any interior port of delivery, under the act of 28th March, 1854, the importer of any goods, wares, or merchandise, residing at such interior port of delivery, and desiring to have the merchandise transported in bond, may produce his invoice to the surveyor or designated collector of the interior port, take the oath or oaths required by law, and execute the transportation bond according to the foregoing form, with proper sureties, before the surveyor or collector of said port, who shall certify on said bond the sufficiency of the sureties, and transmit the bond to the collector of the port of importation; and the bond so taken shall be as valid and binding as though executed in the office of the collector, where the entry shall be made. The invoice, with the oath attached, may be transmitted by the importer to his agent or attorney at the port where the goods are expected to arrive; who, upon their arrival, shall present the transportation entry, with bill or bills of lading therefor, in the form and setting forth the particulars hereinbefore required; whereupon the same proceedings shall be had as in other entries for transportation under bond from one port to another in the United States.

XXVIII. The interior ports of delivery at which bonds can be so executed, and goods transported under them, are Pittsburg, Pa., Cincinnati, Ohio, Louisville, Ky., Paducah, Ky., Nashville, Tenn., Memphis, Tenn., Knoxville, Tenn., St. Louis, Mo., Wheeling, Va., Evansville, Ia., Jeffersonville, Ia., New Albany, Ia., Alton, Ill., Cairo, Ill., Galena, Ill., Quincy, Ill., Burlington, Iowa, Keokuck, Iowa, Dubuque, Iowa, Tuscumbia, Ala.

XXIX. When goods are withdrawn from warehouse for exportation, at port of original importation, the entry shall be in the form following:

(*Form No.* 34.)

Export entry from port of original importation.

Entry of merchandise intended to be withdrawn from warehouse by ——— ———, and to be exported by him in the ———, ——— ——— master, for ———, which was imported into this district by ——— ———, in the ———, ——— ——— master, from ———, on the ——— day of ———, 185 .

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(To be signed by exporter.)

If exported by other than the original importer, the same authority will be required as in case of withdrawal for consumption, and the oath to be taken by the exporter shall be in the following form, viz:

(*Form No.* 35.)

DISTRICT OF ———:

I do solemnly, sincerely, and truly swear, that the goods, wares, and merchandise described in the within entry, now delivered by me to the collector of the customs for the port of ———, are truly intended to be exported by me to the port of ———, without the limits of the United States, and are not intended to be relanded within the limits of the United States. I further swear that to the best of my knowledge and belief, the said goods, wares and merchandise are the same in quality, quantity, value, and package, wastage and damage excepted, as at the time of importation. So help me God.

Sworn to this ——— day of ———, 185 , before me.

—— ——, *Collector.*

XXX. The entry having been duly entered in the warehouse accounts, and the oath, as above prescribed, having been taken, the exporter shall enter into a bond with satisfactory security, in a penal sum equal to double the amount of the estimated duties on the goods, to produce the proofs required by the 81st section of the act of March 2, 1799, of the landing of the same beyond the limits of the United States, which bond shall be in the form following, viz:

(*Form No.* 36.)

Know all men by these presents, that we, —— ——, as principals, and ——— as sureties, are held and firmly bound unto the United States of America, in the sum of ——— dollars, for the payment whereof to the United States, we bind ourselves, our heirs, executors, administrators, and assigns, jointly, and severally, firmly by these presents, as witness our hands and seals, this ——— day of ———, eighteen hundred and fifty ——.

The condition of this obligation is such, that if the merchandise, consisting of ———, entered this day by —— ——, to be exported

in the ship ———, —— —— master, for ———, or any part thereof, be not relanded at any port or place within the limits of the United States, and if certificates and other proofs, required by the regulations of the Secretary of the Treasury in pursuance of law, in cases where goods have been exported from warehouse to foreign countries other than those adjacent to the United States, of the delivery of the same at the port of ———, or at any other port or place without the limits of the United States as aforesaid, shall be produced to the collector of the customs for the port of ———, for the time being, within —— year from the date hereof, then this obligation to be void; otherwise, to remain in full force and virtue.

And the obligors for themselves and their heirs, executors, administrators, and assigns, do further convenant and agree with the United States, in case said evidence is not produced, or in case said merchandise, or any part thereof, is landed in the United States by them, or either of them, or by their procurement or connivance, well and truly to pay, or cause to be paid, to the collector of the customs at the port of withdrawal, the value of said merchandise, of which no evidence is produced of having been exported in pursuance of this bond, or which shall be relanded in the United States contrary to law, and five thousand dollars as liquidated damages for each relanding.

—— ——. [SEAL.]

—— ——. [SEAL.]

Sealed and delivered in presence of—

XXXI. The bond having been duly executed, a permit will be issued, signed by the collector and countersigned by the naval officer, where there is one, directing the storekeeper to deliver the goods to the surveyor; which permit shall be as follows:

(*Form No.* 37.)

DISTRICT OF ———,
Custom-house, ———, 185 .

To the Storekeeper of the Port:

You will deliver to the surveyor of the port for exportation

[Here describe the merchandise]

imported into this district on the ———, 185 , by —— ——, in the ———, —— —— master, from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

XXXII. The entry shall at the same time be transmitted to the surveyor, with directions to cause the merchandise described therein to be laden for exportation, indicating such as is to be weighed, measured, or gauged; which directions shall be as follows:

(*Form No.* 38.)

CUSTOM-HOUSE, ———, 185 .

To the Surveyor of the Port:

You will direct an inspector to examine the goods described in ——— entry, and if found to agree exactly therewith, to superintend the lading thereof on board ———, for ———, of which, when completed, he will grant a certificate.

—— ——, *Collector.*

—— ——, *Naval Officer.*

The return of the officer under whose inspection the goods are shipped shall be in the form annexed:

(*Form No.* 39.)

PORT OF ———, ———, 185 .

I, —— ——, have examined the goods described in the within entry, and, finding them to agree therewith, they were laden under my supervision on board ———, —— —— master. for ———.

—— ——, *Inspector.*

XXXIII. When any goods, wares, or merchandise are imported into any port in the United States, and the intent is shown by invoice and manifest that the same are to be exported immediately, by sea, beyond the limits of the United States, an entry for warehouse and exportation may be made in the following form:

(*Form No.* 40.)

Warehouse and exportation entry.

Entry of merchandise imported for warehouse by —— ——, in the ———, —— —— master, from ———, on the —— day of ———-, 18 , and to be immediately exported by —— ——, in the ———, —— —— master, for ———.

Date.	Import vessel.	Where from.	Export vessel.	To what place exported.	Description of goods.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.

No bond other than the export bond heretofore provided shall be required for this entry; which bond having been duly executed by the party making entry, the collector, together with the naval officer, shall issue a permit addressed to the inspector of the vessel by which said goods were imported, directing him to send said goods to the

describe the merchandise,] imported into this district on the ——
day of ———, 185 , in the ———, —— —— master, by —— ——
from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

The same order to surveyor to ship, and same return from said officer of shipment, required on this as on the usual export entry.

This entry for warehouse and exportation will only be permitted when an opportunity exists for immediate export. If the goods cannot be shipped immediately, they must go to a bonded warehouse and the usual entry for warehouse made and bond given, and a separate entry for exportation made, when the opportunity for shipment occurs.

XXXIV. For the discharge of export bonds, the exporter must produce, within one year, if the shipment be to any port of Europe or America, and within two years if to any port of Asia or Africa, a certificate under the hand of the consignee at the foreign port, describing the articles exported, and declaring that the same have been received by him from on board the vessel, specifying the name and nation of the vessel from which they were so received; which certificate shall be authenticated by the consul or agent of the United States residing at said port; or, in the absence of such officer, by two American merchants residing at such port; or, if there be no American merchants resident there, then by two respectable foreign merchants; which certificate shall be confirmed by the oaths or affirmations of the master and mate or other principal officers of the vessel, to be taken before the consul or commercial agent of the United States, if there be one; and if not, before some other person authorized by the laws of the country to administer the same. The forms of these certificates shall be as follows:

(Form No. 49.)

ing to the bills of lading for the same, were shipped on board the ———, at the port of ———, in the United States of America, on or about the —— day of ——, and consigned to (me, or to us,) by —— ——, of ——— aforesaid, merchant, (or by the master of said ——).

Given under (my or our) hands, at the (city) of ———, this —— day of ——, 185 .

——— ———.

(*Form No.* 43.)

Oath, or affirmation, of the principal officers of a vessel, confirming the landing of merchandise at a foreign port.

PORT OF ———.

We, —— ——, master, and —— ——, mate of ———, lately arrived from the port of ———, in the United States of America, do solemnly (swear, or affirm) that the goods or merchandise enumerated and described in the preceding certificate, dated the —— day of ——, and signed by —— ——, of the city of ———, merchant, were actually delivered at the said port, from on board the ———, within the time specified in the said certificate.

Sworn, or affirmed, at the city of ———, before me, this —— day of ——, in the year ——.

——— ———.

(*Form No.* 44.)

Verification of the delivery of merchandise at a foreign port, to be executed by a consul or agent of the United States.

I, —— ——, (consul, or agent) of the United States of America, at the city of ———, do declare that the facts set forth in the preceding certificate, subscribed by —— ——, of the said city, merchant, and dated the —— day of ——, are, (to my knowledge just and true; or, are in my opinion just and true, and deserving full faith and credit.)

[SEAL.] In testimony whereof, I have hereunto subscribed my name and affixed the seal of my office, at ———, this —— day of ——, 185 .

—— ——, *Consul.*

(*Form No.* 45.)

Verification of the delivery of merchandise, to be executed by American or foreign merchants, as the case may require.

We, —— ——, residing in the city of ———, do declare that the facts stated in the preceding certificate, signed by —— ——, of the said city, merchant, on the —— day of ——, are (to our knowledge just and true; or, are in our opinion just and true, and worthy of full faith and credit.) We also declare that there is (no consul or other public agent for the United States of America, or American merchants, as the case may require,) now residing at this place.

Dated this —— day of ——, at the city of ———.

(Signatures.)

SECTION IV.

PRINTING OF SILKS IN BOND—PONGEES AND OTHER PLAIN WHITE.

I. Silks in bond may be withdrawn from warehouse to be colored, printed, stained, dyed, painted, or stamped, the collector taking a deposite in money equal to the amount of duties ascertained to be payable, which deposite shall be refunded if the goods aforesaid shall be returned to the warehouse repacked in the original condition, and according to original marks and numbers, within sixty days from date of delivery thereof. Each package shall, before the same be delivered from warehouse, be opened and examined by the proper officer of the customs, and the contents thereof measured or weighed, and the quality thereof ascertained, and a sample of each piece thereof reserved at the custom-house, and a particular account or registry of such examination shall be entered on the books of the custom-house. On the return of said goods, if the collector shall be satisfied that the contents of each package are the identical goods imported and registered as aforesaid, and not changed or altered, except by being colored, dyed, stamped, stained, painted, or printed, as aforesaid, he shall thereupon refund the deposite as aforesaid, and said goods shall be entitled to the same privileges as if in original condition, as per 4th section act 22d May, 1824.

II. The form of entry for delivery of silks for this purpose shall be as follows :

(*Form No.* 46.)

Withdrawal of silks for dyeing, &c.

Entry of silks intended to be withdrawn from warehouse for dyeing, coloring, printing, painting, or stamping, under the provisions of act 22d May, 1824, and Treasury instructions, which were imported into this district on the —— day of ——, 18 , in the ——, —— master, from ——.

Date.	Description of merchandise.	Duty, 25 per cent.		Duty, 30 per cent.		Total.	Dutiable value of each package.

(To be signed.)

On the same estimate of duties being made as required in withdrawal entries for payment of duties, and the goods being duly entered on the books as withdrawn for printing, &c., the party making entry will deposite with the collector a sum equivalent to the duties thus estimated. Whereupon a permit will issue in the following form, to be countersigned by the naval officer:

(*Form No.* 47.)

DISTRICT OF ———,
Custom-house, ———.

To the Warehouse Superintendent:

You will have the following described silks withdrawn from warehouse by ———, in order to be printed, painted, stamped, dyed, or colored, and which were imported by ———, in the ———, from ———, viz:

[Here describe the merchandise]

sampled and weighed, or measured and examined, as required by the act of 22d May, 1824, and Treasury instructions, and deliver the same to ———, to be returned to the warehouse from whence withdrawn within sixty days from this date.

—— ——, *Collector.*

—— ——, *Naval Officer.*

On the return of the goods within the time specified they shall be examined by the warehouse superintendent, and if found to agree with the samples retained, he shall issue a certificate in the following form:

(*Form No.* 48.)

DISTRICT OF———,
Custom-house,———.

I do hereby certify that the following described goods returned to warehouse by ———, are the same goods as withdrawn by ———, on the —— day of ———, 18 , to be printed, painted, stamped, dyed or colored.

[Here describe the merchandise.]

I also certify the said goods are in the same condition as when withdrawn, except by being printed, painted, stamped or colored.

—— ——, *Warehouse Superintendent.*

On the presentation of this certificate the deposite shall be refunded and the withdrawal entry cancelled.

III. Goods withdrawn under this entry and permit will be considered in the accounts as still in warehouse, the entry and deposite being made only to secure the return of the goods. If the goods are not returned within the period specified in the entry, the same will pass into the accounts as a regular withdrawal entry for consumption, and the deposite will go into the accounts as duties received.

SECTION V.

OF THE TRANSPORTATION AND EXPORTATION OF GOODS TO THE ADJACENT BRITISH PROVINCES.

I. On the arrival from foreign ports of any goods intended for immediate transportation and exportation to the adjacent British provinces of Canada and New Brunswick, and which shall appear, by the invoices, bills of lading, and manifest, to have been shipped to a port in the United States in transit and for exportation as aforesaid, the consignee or agent may make entry in triplicate, setting forth particularly in such entry the route by which the goods are to be forwarded, whether by land or by water, or partly by land and partly by water, and designating the last port in the United States from which the actual exportation is to be made, and the port or place in the adjacent province for which the goods are destined. The form of the entry shall be as follows:

(*Form No.* 49.)

CUSTOM-HOUSE, ———, 185 .

Entry for exportation in bond to Canada.

Entry of merchandise imported into this district by —— ——, on the ——— day of ———, 185 , in the ———, —— —— master, from ———, to be exported in bond to ——, in Canada, by way of ———.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

(Signed) —— ——.

II. This entry shall be verified by the oath or affirmation of the consignee or agent in the form prescribed by the 107th section of the act of March 2, 1799, in the form following:

(*Form No.* 50.)

I, —— ——, do solemnly, sincerely, and truly swear (or affirm) that the entry now subscribed with my name, and delivered by me to

the collector of the district of ———, contains a just and true account of all the goods, wares, and merchandise contained in the several packages therein mentioned, that they are brought into this district solely for the purpose of being carried and transported by way of ———, with the intention of being immediately re-embarked, and carried without the limits of the United States, and are not intended, directly or indirectly, to be sold, exchanged, or consumed within the limits of the United States; and I do further swear (or affirm) that if I shall hereafter know that the whole or any part of said goods, wares, or merchandise shall have been sold, alienated, exchanged, or consumed within the limits of the United States, I will immediately report the same, with the circumstances thereof, truly, to the collector of this district. So help me God.

Sworn before me this ——— day of ———, 185 .

—— ——, *Collector.*

III. The entry having been compared with the invoices and the duties estimated on the value of the invoice and duly sworn to, the consignee or agent shall enter into bond in a penal sum equal to double the value of the goods, in the form and with the conditions following:

(*Form No.* 51.)

Know all men by these presents, that we, —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America, in the sum of ——— dollars; for the payment whereof to the United States we firmly bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, by these presents, as witness our hands and seals this ——— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall, within ——— days from the date hereof, or within such further time as the Secretary of the Treasury may, on the application of any of them before said day, allow, or in case of delay from unavoidable accident, within a reasonable time thereafter, transport to ———, in the ———, [here name the vessel, railroad, &c., and describe the route designated in the entry,] the merchandise described in an entry made at the custom-house at ———, for exportation to ———, in Canada, by way of ———, as per margin, [describe on the margin the merchandise] and shall export said merchandise thence to ———, in Canada, and not reland, consume, alienate, or exchange the same, or any part thereof, within the limits of the United States, and shall produce to and deposite with the collector of the customs at ———, [here insert port of withdrawal,] the certificate of the collector of the customs at ———, [here insert the frontier port by way of which the exportation is to be made,] that the merchandise aforesaid has been duly inspected and examined at said port on its way to Canada, and shall also produce to and deposite with the collector of the customs at ——— [here name port of withdrawal] the

certificate of the collector or other chief officer of the customs at ——— [here insert port of destination in Canada] that said merchandise has been landed, duly entered at the custom-house at said port, and the duties imposed thereon by the laws in force in Canada fully paid or secured to be paid, then this obligation is to be void; otherwise it shall remain in full force, and be forthwith enforced by due process of law.

And the obligors, for themselves, their heirs, executors, administrators, and assigns, do further covenant and agree with the United States, in case said evidence is not produced, or in case said merchandise or any part thereof is landed or brought into the United States, by them or either of them, or by their procurement or connivance, well and truly to pay, or cause to be paid, to the proper collecting officer of the United States, at the port of withdrawal, the value of said merchandise of which no evidence is produced of having been transported and exported in pursuance of this bond, or which shall be landed or brought into the United States contrary to law, and five thousand dollars as liquidated damages for each importation.

——— ———. [SEAL.]
——— ———. [SEAL.]

Sealed and delivered in presence of—

IV. The collector shall thereupon issue a permit directing the inspector having charge of the vessel in which the goods may have been imported to send the same to the vessel, railroad car, or other carriage designated in the entry, except goods to be corded, sealed, sampled, or branded, as hereinafter provided for. This permit shall be in the form following:

(*Form No.* 52.)

DISTRICT OF ———,
Custom-house, ———, 185 .

To the Inspector:

You are directed to send to the inspector at (or on board) the ——, for immediate exportation, by way of ———, to ———, in Canada, [here describe merchandise,] imported into this district on the ——— day of ———, by ———, on board the ———, from ———.

——— ———, *Collector.*

——— ———, *Naval Officer.*

He shall also send one of the entries to the surveyor, with a direction thereon in the form following:

(*Form No.* 53.)

CUSTOM-HOUSE, ———, 185 .

To the Surveyor of the Port:

You will direct an inspector to examine the goods described in the annexed entry, and, if found to agree therewith, cause the same to be marked, and superintend the lading thereof on board the ———, for

exportation to ———, by way of ———, of which, when completed, you will make due return.

—— ——, *Collector.*

—— ——, *Naval Officer.*

V. Upon the receipt of this order the surveyor shall have the packages carefully examined, and, if they be found to agree in all particulars with the description contained in the entry, and sealed or branded, if required, he will permit them to be laden on board the designated conveyance; and upon the lading being completed, make return of the fact in the following form.

(*Form No.* 54.)

PORT OF ———, 185 .

I hereby certify that I have examined the packages of merchandise enumerated in the annexed entry, and finding them to agree in all respects with the description thereof, they have been laden, under my supervision, on board the [here state the description of conveyance, and, if railroad carriage, the designation and number of car,] for ———, and secured by customs lock, (or seal, as the case may be.) I further certify that a manifest of the same has been delivered to the master (or conductor, as the case may be.)

—— ——, *Inspector.*

VI. Immediately on the receipt of this return, the surveyor shall transmit the entry to the collector, who shall forthwith despatch the triplicate copy of the same to the collector, or other chief revenue officer, at the frontier port.

VII. This form of entry will only be allowed when it shall appear by the invoice, bill of lading, and manifest, that the merchandise was destined, when shipped at the foreign port, for exportation to a port in the *adjacent British provinces*, and consequently is not to be considered an importation into the United States within the meaning and intention of the law. In this view it is not deemed necessary that the invoice should be accompanied by the oath of the owner and the consular certificate, or that the examinations required in other cases should be made by the appraisers. Nor is it necessary that the amount of duties should be endorsed upon the triplicate entry, or that a copy of the invoice should be transmitted with such entry to the frontier port. A careful and rigid examination of the packages, however, must in all cases be made for the purpose of fully identifying them; and they must remain uninterruptedly in the custody, or under the lock, of the customs officers until their actual exportation from the last port on the frontier. To this end, whenever any merchandise is entered for exportation by any of the continuous railroad routes hereinafter designated, suitable cars appropriated exclusively for carrying such merchandise, and properly designated and marked, must be provided free of expense to the United States, said cars to be substantially constructed, having not more than two doors or openings, with suitable bars and fastenings thereto, so as to admit of be-

ing readily secured by one or more customs locks to be placed thereon at the port of departure by the inspector who may be designated to examine the merchandise and superintend the lading of the goods. Corresponding keys will be placed in the hands of the collector or other chief officer of the customs at the port on the frontier. These cars must go through from the port on the seaboard to the last port in the United States designated in the entry, by a continuous route, and no transfer of the merchandise at any intermediate points will be permitted.

VIII. All merchandise entered and exported to the adjacent British provinces under this form and the other forms of entry given in these instructions when the transportation is made wholly by land, or partly by land and partly by water, must be secured in the following manner: The collector before delivery will have all goods in boxes, cases, bales, or casks, corded, and a lead seal attached thereto; all cigars in small boxes packed in cases and corded and sealed as above. Wines and distilled spirits, in casks or other packages, must have the number of bung or other holes in each package legibly branded on the exterior, and all such holes must be sealed to prevent adulteration or alteration in transit; he will also take a sample of each package of liquors, except when in bottles, not exceeding in quantity eight ounces, all of which samples must be immediately deposited with the storekeeper of the store where sampled, who will hold them subject to the orders of the collector. The expense of sealing, branding, encasing, and sampling must be paid by the owners before delivery. The triplicate entry and manifest forwarded, as before provided for, will specify particulars of sealing and branding.

Goods in bulk, and articles which cannot be sealed, must be forwarded in all cases by a continuous route, where there is such a route, between the port of importation and the frontier port designated in the entry; if not, they must be examined by the collector at the last port in the United States for identification, and weighed, gauged, or measured, before they are allowed to pass the frontier, if the same be necessary for identification.

It will in most cases be necessary, in order to carry these regulations as respects cording and sealing, branding, sampling, and sealing and encasing, into effect, that the goods be taken to a bonded warehouse to have the labor performed. If so, the goods must be sent from the ship to the store under the following permit:

(*Form No.* 55.)

DISTRICT OF ———,
Custom-house, ———.

To the Inspector of the Port:

You will send to bonded warehouse —— —— the following merchandise, imported by ———, in ———, from ———, to be [here insert "corded and sealed," or "sampled, branded, and sealed," or "cased, corded, and sealed," as the case may be,] ——, [here insert

the description of merchandise,] and to be transported to ———, for exportation to ————.

——— ———, *Collector.*

——— ———, *Naval Officer.*

When the proper labor is performed, they will be sent to the railroad car or other carriage, under the following permit:

(*Form No.* 56.)

DISTRICT OF ———,
Custom-house, ———.

To the Storekeeper:

You are directed to send to the inspector at ———, for immediate exportation, by way of ———, to ———, in Canada, [here describe merchandise,] imported in this district on the —— day of ———, by ———, on board the ———, from ———.

——— ———, *Collector.*

——— ———, *Naval Officer.*

If, however, the labor can be performed on board the vessel with safety to the revenue, it may be considered a warehouse for that purpose; and when the labor is performed, the goods can be sent direct from the vessel to the railroad car or other conveyance. It is recommended by the department that foreign shippers of merchandise destined for transit to Canada have their packages corded before shipment, in readiness to have the seals attached immediately on arrival, and do away with the necessity of sending them to store. If the exportation to the adjacent British provinces be entirely by sea, the cording sealing, casing, and branding will not be required; but in all cases of exportation by land or partly by water, a strict adherence to the regulation will be required.

IX. Merchandise offered for immediate exportation to the adjacent British provinces, and alleged to have been imported with that object, but which does not appear by the invoice, bill of lading, and manifest, to have been so intended at time of shipment from the foreign port, must be treated as merchandise imported into the United States for home consumption, and all the requirements of law and these instructions, in reference to merchandise so imported, must be complied with, and separate entries made for warehouse. Such merchandise, after having been examined, the dutiable value ascertained, and the additional duty, if any be incurred, paid, may, however, be withdrawn from warehouse and exported to said provinces in the manner hereinafter prescribed.

X. Merchandise which has been duly entered for warehousing may be withdrawn from warehouse and exported to the adjacent British provinces by any of the routes herein designated, either by water or by land, or partly by water and partly by land; provided always, that if the exportation be inland, the regulations hereinbefore described for cording, sealing, casing, and branding, be faithfully complied with.

XI. The entry for withdrawal from warehouse for exportation, as aforesaid, shall be in the following form, such entry to contain a description of the route particularly set forth:

(*Form No.* 57.)

Withdrawal entry for transportation and exportation in bond to Canada.

Entry of merchandise to be withdrawn from warehouse by ——, which was imported by —— —— into this district on the —— day of ——, 18 , in the ——, —— —— master, from ——, and to be exported to ——, in Canada, by way of ——.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

If withdrawn by other than the party who warehoused the goods, the same authority will be required as in other cases. The entry must be made in triplicate, and verified by the oath, or affirmation, of the exporter, in the following form, viz:

(*Form No.* 58.)

DISTRICT OF ——,
Port of ——.

I, —— ——, do solemnly, sincerely, and truly swear that the goods, wares, and merchandise described in the within entry now delivered by me to the collector of the customs for the port of ——, are truly intended to be transported and exported in bond by me to the port of ——, in Canada, by way of ——, and are not intended to be relanded within the limits of the United States. I further swear, that to the best of my knowledge and belief, the said goods, wares, and merchandise are the same in quality, quantity, value, and packages, wastage and damage excepted, as at the time of importation. So help me God.

Sworn to this —— day of ——, before me.

——, *Collector.*

Whereupon the collector and naval officer shall estimate the duties, and the exporter shall enter into bond in a penal sum equal to double the value of the goods, with security satisfactory to the collector, which bond shall be in the form annexed, viz:

(*Form No.* 59.)

Know all men by these presents, that we —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, for the payment whereof to the United States, we firmly bind ourselves, our heirs, executors, administrators and assigns, jointly and severally, by these presents, as witness our hands and seals this —— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall within —— days from the date hereof, or within such further time as the Secretary of the Treasury may, on application of any of them before said day, allow, or in case of delay from unavoidable accident, within a reasonable time thereafter, transport to ———, in the ———, [here name vessel, railroad, &c., and describe the route as designated on the entry,] the merchandise described in an entry made at the custom-house at ———, for withdrawal from warehouse for exportation by way of ——, to ——, in Canada, as per margin, [describe the merchandise on the margin;] and shall export said merchandise thence to ———, in Canada, and not reland the same, or any part thereof, within the limits of the United States, and shall produce to and deposite with the collector of the customs at ——— [here insert port of withdrawal] the certificate of the collector of the customs at ——— [here insert the frontier port by way of which exportation is to be made] that the merchandise aforesaid has been duly inspected and examined at said port, and exported thence to ———, in Canada; and shall also produce to and deposite with the collector of the customs at ——— [here insert port of withdrawal] the certificate of the collector or other chief officer of the customs at ——— [here insert port of destination in Canada,] that the said merchandise has been landed, duly entered at the custom-house at said port, and the duties imposed thereon by the laws in force in Canada fully paid, or secured to be paid, then this obligation is to be void; otherwise it shall remain in full force, and be forthwith enforced by due process of law.

And the obligors, for themselves, their heirs, executors, administrators, and assigns, do further covenant and agree with the United States, in case said evidence is not produced, or in case said merchandise, or any part thereof, is landed or brought into the United States by them, or either of them, or by their procurement or connivance, well and truly to pay, or cause to be paid, to the proper collecting officer of the United States at the port of withdrawal, the value of said merchandise, of which no evidence is produced of having been transported, inspected, and exported in pursuance of this bond, or which shall be landed or brought into the United States contrary to law.

——— ———. [SEAL.]

——— ———. [SEAL.]

Sealed and delivered in presence of—

Upon the execution of this bond the collector will issue a permit, to be countersigned by the naval officer, where there is one, addressed to the storekeeper, directing him to cause the packages to be duly corded, sealed, cased, or branded, as before provided, and to deliver the same to the surveyor for exportation. The permit shall be in the following form, viz:

(*Form No.* 60.)

DISTRICT OF ———, PORT OF ———,
Custom-house ———, 185 .

To the Storekeeper of the Port:

You will deliver to the surveyor, first causing the same to be [here insert corded, sealed, branded or sealed, as may be,] for exportation to Canada by way of ———, [here describe merchandise,] imported into this district on the ———, 185 , by —— ——, in the ———, whereof —— —— was master, from ———, and warehoused according to law.

—— ——, *Collector.*

—— ——, *Naval Officer.*

XII. The collector will at the same time transmit one of the entries to the surveyor, by whom the same proceedings shall be had and returns made, as in case of goods entered for immediate exportation.

XIII. On the receipt of the entry, with the return of lading thereon, the collector shall transmit a triplicate of the entry to the port on the frontier through which the exportation is intended to be made.

XIV. In all cases of exportation in the manner herein provided, the master or conductor of the vessel, railroad-carriage, or other vehicle, shall be provided with a manifest of the goods laden on board such conveyance, particularly describing the same in the form prescribed in case of transportation in the United States, which manifest shall be duly certified by the officer of the customs under whose supervision such goods were laden, and shall be forthwith delivered on arrival to the collector or other chief revenue officer of the frontier port.

XV. Merchandise intended for exportation to the adjacent British provinces may be forwarded from the ports of importation in the United States by way of any of the following designated ports, viz:

Rouse's Point, New York.
Ogdensburg, New York.
Cape Vincent, New York.
Suspension Bridge, New York.
Lewiston, New York.
Buffalo, New York.
Oswego, New York.
Rochester, New York.
Plattsburg, New York.
Dunkirk, New York.
Sackett's Harbor, New York.
Whitehall, New York.

Burlington, Vermont.
Swanton, Vermont.
Alburgh, Vermont.
Island Pond, Vermont.
Detroit, Michigan.
Michilimackinac, Michigan.
Eastport, Maine.
Pembina, Minnesota.
Toledo, Ohio.
Sandusky, Ohio.
Cleveland, Ohio.
Chicago, Illinois.
Milwaukie, Wisconsin.
Erie, Pennsylvania.

XVI. On the arrival of the merchandise at the frontier port designated in the entry, and the due delivery of the manifest or manifests by the master or conductor, the collector or other proper officer of the customs shall immediately, if the goods be forwarded under locks, remove such locks from the car or cars, and carefully inspect and examine the packages by the manifest or manifests, to ascertain whether they agree with the description contained therein, and whether they have been in any way violated. The same comparison and examination will also be made of the cording, sealing, and branding, to see that no alteration or fabrication of the seals or brands has taken place. Should the goods be found not to agree with the manifest, or should there be any reason to believe that any violation, alteration, or fabrication has occurred, the collector will take immediate possession of the goods, and send a statement of the case to this department, at the same time notifying the collector of the port from which the goods were forwarded. If the packages, however, be found to agree in all respects with the manifests, the cords, seals, and brands unbroken and intact, the collector or other officer will permit the same to be sent forward without detention to their destination in the province designated. Should the merchandise arrive at the frontier port before the receipt of the triplicate entry, it will not be detained there for that reason, but will be inspected and checked by the manifest. When the entry shall have been received, it will be compared with the manifest or manifests, and if it shall appear that all the packages described therein have passed inspection, and been duly delivered to be forwarded to their final destination, the collector shall furnish to the exporter or his agent a certificate, in the following form:

(*Form No.* 61.)

DISTRICT OF ———,
Port of ———.

I hereby certify that the packages of merchandise described in an entry made at ———, on the ——— day of ———, by —— ——, for exportation to ———, in Canada, (or New Brunswick,) have been duly inspected at this port, and delivered for exportation as aforesaid:

Marks.	Nos.	Description of goods.

—— ——, *Collector.*

He shall also transmit a duplicate of this certificate to the collector of the port from which the goods were forwarded. For the cancellation of his bond, the exporter shall produce, within sixty days from the date thereof, a certificate, under the hand and seal of the collector or other chief revenue officer of the Canadian or other provincial port, that the merchandise described in such bond has been landed, duly entered at the custom-house at said port, and the duties imposed thereon by the laws of the province in which such port may be, fully paid, or secured to be paid. The form of this certificate shall be as follows:

(*Form No.* 62.)

PROVINCE OF ———.

I, —— ——, do hereby certify that the goods, wares, and merchandise herein described, imported into this province from ———, by way of ———, have been landed at the port of ———, and duly entered at the custom-house here, and that the duties imposed by the laws in force in this province upon said goods have been paid, or secured to be paid, in full, viz:

Marks.	Nos.	Description of goods.	Date when entered.

In witness whereof, I have hereunto set my hand and seal of office this ——— day of ———, 185 .

—— ——, *Collector.*
(Or other chief revenue officer.)

Upon the receipt of this certificate, together with either the original or duplicate certificate of inspection at the frontier port, the collector shall forthwith cause the bond to be cancelled.

XVII. Merchandise imported in transit and for exportation, as before provided, to adjacent British provinces, will appear in the warehouse accounts at the port of importation, as goods warehoused and exported, and goods withdrawn from warehouse in pursuance of these regulations will also be credited as exported in the same man-

ner. The daily record of the these entries will be so kept that statements of the merchandise thus imported and exported can be rendered monthly to this department by collectors of the ports of importation, according to the forms herein prescribed.

Similar returns will be required, in the same form, of goods transported and exported to adjacent territory in Mexico.

The collectors at the frontier ports, through which the goods pass on their way to the provinces aforesaid, will make returns, also monthly, of the goods inspected at such ports, in a form similar to that required in case of goods entered for rewarehousing.

XVIII. The forms of entry and the regulations before made in regard to merchandise imported into ports on the seaboard, in transit and for exportation to Canada, will also be used and applied at ports on the frontier to goods imported into those ports, from Canada for transit and exportation from ports on the seaboard to foreign countries. Merchandise imported from Canada, and warehoused at ports on the frontier, will be withdrawn for consumption, transportation, or exportation, in the manner and under the regulations hereinbefore prescribed under those several heads.

SECTION VI.

INLAND EXPORTATION OF GOODS IN BOND TO PORTS AND PLACES IN MEXICO.

I. Merchandise in the original packages, duly entered and bonded, may be withdrawn at any time within three years from the date of importation, for immediate exportation to Chihuahua in Mexico, either by the route of the Arkansas river, through Van Buren, or by the route of the Red river, through Fulton, or by the route of the Missouri river, through Independence.

II. Merchandise duly entered and bonded, or rewarehoused under bond at Point Isabel, in the collection district of Brazos de Santiago, may be withdrawn from warehouse at any time within three years from the date of importation, for immediate exportation to ports and places in Mexico by land or water, or partly by land and partly by water, by the following routes, viz: 1st, directly by water, to ports and places in Mexico lying on the sea-coast or Rio Grande; 2d, by land or water, under warehouse transportation bond, to Brownsville, Rio Grande City, Roma, and Loredo; thence by water to places in Mexico lying on the Rio Grande. Merchandise transported in bond from Point Isabel to Brownsville, Rio Grande City, Roma, and Loredo, may be rewarehoused thereat only in first-class fire-proof stores, according to the classification of the insurance companies at these places, previously approved by the department and bonded.

III. Entries of goods in bond at Point Isabel may be made for transporting to and rewarehousing at Brownsville, Rio Grande City, Roma and Loredo, on like bonds as are provided in the regulations for the transportation and rewarehousing at interior ports of delivery. Merchandise entered for exportation in bond at Point Isabel for Mexico may, at the option of the owner, be withdrawn at Rio Grande City, Roma, Loredo, or Brownsville, for consumption, on due entry thereof and payment of the proper duties and charges to the deputy collector, at either of those points at which the merchandise may be

prompt returns of such entries and duties collected to be made by the deputy to the collector at Point Isabel, that the proper endorsements may be made on the entries and bonds at that port.

IV. Merchandise duly entered and bonded at any port of the United States may be withdrawn for immediate exportation in bond to San Fernando, Paso del Norte, and Chihuahua, and be transported by water to the port of La Vaca, in the collection district of Saluria, Texas, and be transhipped thence inland to San Antonio, and from the latter place to the before mentioned destinations in Mexico, either by way of Eagle Pass, the Presidio del Norte, and San Elizario, all on the Rio Grande. On the arrival of such goods at the port of La Vaca, they need not be rewarehoused, but must be landed by permission and under inspection of the surveyor of that port.

V. In consideration of the long inland transportation and the risk of injury and defacing of the marks on the packages, thereby rendering the identification difficult, if not impossible, the packages must be corded and a lead seal attached thereto, as required for goods destined for Canada, at the expense of the exporter, under the direction of the storekeeper, before leaving the warehouse.

VI. Each package shall also be marked under direction of the storekeeper, and before the goods are delivered from the warehouse, with these words: "Port of ———, in bond for ———, [naming the port or place of destination in Mexico.]

VII. The entry for withdrawal from warehouse for exportation inland to ports and places in Mexico, by land or water, or partly by land and partly by water, shall be in the following form, and shall set forth particularly the route and mode of conveyance by which the merchandise is to be exported—naming always the last customs station at which inspection is to be made, and from which the goods are to be exported.

(*Form No.* 63.)

Withdrawal entry for transportation and exportation in bond to Mexico.

Entry of merchandise to be withdrawn from warehouse, by ——— ———, which was imported by —— ——, into this district, in the ——, —— master, from———, and to be transported to ———, and thence exported to ———, in Mexico, by way of ———.

Marks.	Numbers.	Packages and contents.	Quantity.	Per cent.	Per cent.	Per cent.	Per cent.	Per cent.	Total.	Dutiable value of each package.

This entry shall be verified by the oath or affirmation of the exporter in the following form:

(*Form No.* 64.)

DISTRICT OF ———,
Port of———.

I, —— ——, do solemnly, sincerely, and truly swear, that the goods, wares, and merchandise described in the within entry, now delivered by me to the collector of the customs for the port of ———, are truly intended to be exported in bond by me to the port of ———, in Mexico, by way of ———, and are not intended to be relanded within the limits of the United States. I further swear, that to the best of my knowledge and belief, the said goods, wares and merchandise are the same in quality, quantity, value, and package, wastage and damage excepted, as at the time of importation. So help me God.

Sworn to this ——— day of ———, before me,

—— ——, *Collector.*

The exporter shall enter into bond, in a penal sum equal to double the value of the goods, with security satisfactory to the collector, in the following form, viz:

(*Form No.* 65.)

Know all men by these presents, that we, —— ——, as principals, and —— —— as sureties, are held and firmly bound unto the United States of America, in the sum of ——— dollars; for the payment whereof to the United States, we firmly bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, by these presents, as witness our hands and seals this ——— day of ———, eighteen hundred and ———.

The condition of this obligation is such, that if the above bounden principals, or either of them, or either of their heirs, executors, administrators, or assigns, shall, within ——— days from the date hereof, or within such further time as the Secretary of the Treasury may, on application of any of them before said day, allow, or in case of delay from unavoidable accident, within a reasonable time thereafter, export to ———, in Mexico, in [here name the vessel, &c., and the route designated in the entry] the merchandise described in an entry made at the custom-house at ———, for withdrawal from warehouse as per margin [describe the merchandise on the margin] for exportation inland to ———, in Mexico, by the route aforesaid, and shall present said merchandise, with the manifest, triplicate entry thereof, and papers annexed thereto, as prescribed by the regulations of the Secretary of the Treasury, to each inspecting officer of the customs stationed on the route, in pursuance of law, that the same may be inspected by him, and the proper certificates endorsed thereon; and shall produce to and deposit with the collector of the customs at ———, [here name the port of withdrawal] the triplicate entry aforesaid, with the prescribed certificates of due inspection on the route, and of the landing of the merchandise in Mexico; then this obligation is to be void; otherwise

it is to remain in full force, and to be forthwith enforced by due process of law.

And the obligors, for themselves, their heirs, executors, administrators, and assigns, do further covenant and agree with the United States, in case said evidence is not produced, or in case said merchandise, or any part thereof, is landed or brought into the United States by them, or either of them, or by their procurement or connivance, well and truly to pay, or cause to be paid, to the proper collecting officer of the United States at the port of withdrawal, the value of said merchandise, of which no evidence is produced of having been transported, inspected, and exported in pursuance of this bond, or which shall be landed or brought into the United States contrary to law.

—— ——, [SEAL.]
—— ——, [SEAL.]

Sealed and delivered in presence of—

This bond having been duly executed, a permit will be issued, signed by the collector, and countersigned by the naval officer, if any, directing the storekeeper to deliver the goods to the surveyor, in the following form:

(*Form No.* 66.)

DISTRICT OF ———,
Custom-house, ———, 185 .

To the Storekeeper of the Port:

You will deliver to the surveyor of the port for exportation [here describe the merchandise], imported into this district on the ———, 185 , by —— ——, in the ———, —— ——, master, from ———, after seeing that the packages are duly corded and the custom-house seal attached, and that they are marked as in bond for exportation, as required by the regulations for transportation in bond and for export inland to Mexico.

—— ——, *Collector.*

—— ——, *Naval Officer.*

The collector will hand one of the entries to the surveyor, with directions thereon in the following form:

(*Form No.* 67.)

CUSTOM HOUSE, ———, 185 .

To the Surveyor of the Port:

You will direct an inspector to examine the merchandise described in the annexed entry, and if found to agree therewith, superintend the lading thereof on board [here state the mode of conveyance] for exportation to ———, in Mexico, by way of ———; of which, when completed, you will make due return.

—— ——, *Collector.*

—— ——, *Naval Officer.*

Upon the receipt of this order, the surveyor will designate an inspector for the discharge of this duty, who shall carefully examine the

packages, and if they agree in all particulars with the description in the entry, he shall make return in the following form:

(*Form No.* 68.)

PORT OF ———, 185 .

I hereby certify that I have examined the packages of merchandise enumerated in the annexed entry, and finding them to agree in all respects with the description thereof, and duly marked, they have been laden under my supervision on board of [here state description of conveyance, &c.] for ———, and that a manifest of the same has been delivered to the master or conductor (as the case may be.)

—— ——, *Inspector.*

VIII. The manifest shall contain a description of the marks, numbers, packages, or quantities, by whom shipped, to whom consigned, and the route by which the merchandise is to be transported, in the form before prescribed, and shall be certified by the officer of the customs superintending the shipment, and shall be delivered by the master, owner, conductor, or driver of the vehicle to the customs officer at the first station for inspection on the route; and after packages shall have been duly examined, and if it is found that they have remained unbroken and conform to the manifest and triplicate entry, the inspector shall certify on the triplicate entry in the form following:

(*Form No.* 69.)

I, —— ——, inspector of the customs at ———, in the State of ———, do hereby certify that the packages described in the within entry and invoice arrived at this place in transit for ———, and have been carefully inspected and compared by me with the invoice and entry, and I am fully satisfied that the packages are identical with the packages therein described, and remain unbroken and unchanged, and that the custom-house seal attached thereto is secure and undisturbed; and I have this day permitted the same to be forwarded to [naming the next inspection station] or to be exported [if at the last port] to ———, in Mexico.

Given under my hand this —— day of ———, 185 , town of ——.

—— ——, *Inspector.*

IX. The surveyor at La Vaca and the officers of inspection at the points named on the several designated routes inland to Mexico, must each keep a record, in which will be duly noted all the particulars of the merchandise and transportation contained in the manifest or entry.

X. Having entered and verified the statement of the entry thus passed inspection, the inspecting officer will endorse on the manifest a permit for the party to proceed on the designated route to the next station, where the like examination, certificates, entry on the record, and permit will be made; and the inspector at the last port will endorse on the manifest that the merchandise has been examined and found correct, and exported to ———, its destination in Mexico, and,

having made the proper entry in his record, will forward the manifest to this department with his semi-annual report. He will also endorse the proper certificate on the triplicate entry, with a permit to export the merchandise described therein to its destination in Mexico.

XI. The proof of due landing at the port of destination in Mexico will be a certificate of the United States consul or agent, which will be in the following form:

(*Form No.* 70.)

I, —— ——, consul or agent of the United States of America, residing at ———, in ———, do hereby certify that I have duly examined the packages of merchandise described in the within entry and invoice, and am fully satisfied that the goods have arrived at this place in the original packages as imported, without any change or alteration, and have been exported from the United States in good faith, to be disposed of and consumed in a foreign country.

In testimony whereof, I have hereunto set my hand and affixed my official seal, this —— day of ———, A. D. 185 , and of the independence of the United States of America the ———.

[L. S.]

—— ——, *Consul of U. S.*

If there be no consul or agent of the United States residing at the place, then the certificate may be made by the consul of a nation in amity with the United States; and if there be no such consul there, then by two reputable merchants at said place.

This certificate will be endorsed on the triplicate entry; and on the production of the entry to the collector of the customs at the port of withdrawal, with proper certificates thereon, showing a full compliance with the bond within the time therein limited, the same will be cancelled; and, if not so produced, the bond will be enforced without delay.

XII. The customs officer at each of the inspection stations established by law, or the regulations of the department, on the several authorized inland routes for the transportation of bonded goods to Mexico, will, on the first of January and July of each year, make a report to the department of all trade that has passed under inspection during the preceding half year, stating the number of packages, description of goods, their value, and the names of the exporters, and the port from which withdrawn, and date of such withdrawal.

XIII. By the fourth section of the act of August 30, 1852, authorizing the exportation of merchandise in bond by certain routes to Mexico, it is provided that no goods, wares, or merchandise exported out of the limits of the United States, according to the provisions of that act, shall be voluntarily landed or brought into the United States; and that, on being so landed or brought into the United States, they shall be forfeited; and that the same proceedings shall be had for their condemnation and distribution of proceeds as in other cases of forfeiture of goods illegally imported; and every person concerned in the voluntary landing or bringing such goods into the United States shall be liable to a penalty of four hundred dollars.

XIV. It will be necessary to maintain great vigilance along the

frontier of the Rio Grande to prevent illegal introduction of merchandise into the United States. In every case of this description that shall be discovered, the full penalties of the law must be rigorously enforced, and the proper legal steps to that end will be immediately adopted.

SECTION VII.

SUPERINTENDENT OF WAREHOUSES.

I. In all ports where the nature and extent of business may require such an officer, the collector shall designate, with the approbation of this department, some suitable person, to be styled the superintendent of warehouses, whose duty it shall be to superintend all the public and private bonded warehouses in such ports, visiting them daily, where the number of warehouses will admit, or, if not, as often as may be, to ascertain whether the officers are prompt and regular in their attendance, the books correctly kept, the merchandise properly stored, and all the regulations prescribed by this department and the collector faithfully observed and diligently enforced. It shall also be his duty, when required by the collector, to examine and inspect such stores as may be offered to be bonded as private warehouses, and make report thereon to the collector; and generally to perform such duties in relation to the care of warehouses, and the custody of the goods deposited therein, as may be necessary to their security and the protection of the revenue.

II. He will also superintend, with the officer of the store, all silks withdrawn for printing, dyeing, &c., as provided in these instructions, taking an account of the same. And it shall be the duty of the person or persons withdrawing such goods for dyeing, &c., to notify the collector, that the superintendent may be present at the place and time required. Such superintendent shall be stationed where most convenient, and shall be required to make a daily report to the collector of every violation of the warehouse instructions and rules, and of all other matters coming under his observation. It is intended that this officer, under the directions of the collector, shall have a general supervision of the warehouse business in the several warehouses, to see that the laws and regulations are faithfully observed by the officers in charge of each store, and the importer or agent having joint custody. He will also be charged with superintending the cartage, drayage, or lighterage of all merchandise sent to warehouse under bond, or withdrawn therefrom for transportation or exportation, and also the cartage, drayage, or lighterage of all merchandise ordered to the appraisers' office for examination, or to the public stores for custody, and will take care that the work is promptly and faithfully performed, that the necessary receipts for merchandise are returned in due season to the officers sending or delivering the same, and that the regulations for the government of this branch of the service are in all respects complied with, and every infraction of the same promptly reported to the collector.

SECTION VIII.

OF THE OFFICERS IN CHARGE OF WAREHOUSES.

I. All bonded warehouses, whether public or private, as well as the stores occupied by the appraisers, where there are such, will be placed by the collector in the custody of officers designated for the purpose, to be known as storekeepers, who will always keep the keys thereof in their own possession, and personally superintend the opening and closing of the doors and windows. They will be required to be in constant attendance at the stores, from 7 o'clock A. M. to sunset from April 1 to October 1, and for the residue of the year from 8 o'clock A. M. to sunset, except at the time necessary for their meals, not over one hour at noon, when the stores will be closed.

II. They will not suffer any goods to be received, delivered, sampled, packed or repacked, except in their presence or the presence of some person designated as an assistant by the collector. They will keep accurate accounts of all goods received, delivered and transferred, and of all orders for sampling, packing, repacking, &c. They will also make daily returns of all goods received and delivered, and will inform the superintendent of any infraction of the warehouse rules and regulations by inspectors, or other persons.

III. Officers in charge of stores owned or leased by the United States will keep exact accounts of all the labor performed on merchandise sent to such stores, whether unclaimed or in bond, and their returns to the custom-house of its receipt will certify the nature and amount of such charges. They will also keep rolls of all persons employed in such warehouses, which rolls must exhibit the names of such persons, the number of days employed, the rate of compensation, and the total amount earned to be receipted for by the person to whom due, and paid weekly or monthly, according to the custom of the port, by the proper disbursing officer of the custom-house, on certificates or tickets signed by the officer in charge, and setting forth that the person named has been employed for the number of days stated, at the rate of compensation stated, that the amount specified therein is due to him, and that he has signed the pay-rolls therefor. At the close of the quarter, these rolls shall be returned by the officers in charge to the collector, to be compared with the certificates or tickets before described, and on which the payments have been made, and to accompany such collector's account with the vouchers for disbursements on account of public stores and warehouses.

The form of these pay-rolls shall be as follows, and shall be kept and signed in duplicate:

(*Form No.* 71.)

CUSTOM-HOUSE ———,
District of ———.

We, the undersigned, acknowledge the receipt of the sums placed opposite our respective names for labor performed at the store —, —— street, during the week ending —— day of ——, 185 .

Name.	Rate.	Time.	Amount.	Signature.

The certificate or ticket to be issued by the officer in charge to laborers, and on which they will be paid, shall be according to the following form:

(*Form No.* 72.)

To the Collector, United States Bonded Warehouse No. —, —— *street or wharf*, ——, 185 .

The bearer of this certificate, —— ——, has been employed in this warehouse —— days, at —— per ——, and is entitled to be paid —— dollars, for which he has receipted on the pay-roll of this warehouse for the week ending ———, 185 .

$———. —— ——, *Storekeeper.*

To enable the collector or auditor of accounts properly to examine and check these labor certificates or tickets, the officer shall transmit to him the duplicate copy of the pay-roll, with the entry and receipt upon which each certificate or ticket should be compared; and, if found correct, the necessary direction shall be given to the cashier for the payment of the amount certified to be due.

IV. Officers in charge of warehouses will not be permitted to receive any reward or gratuity from any source in addition to their pay from the United States, as prescribed in the seventy-third section of act of 1799, which collectors will rigidly enforce.

V. No officer shall be allowed to have more than one warehouse of classes Nos. 3 and 4 under his charge; and it shall be the duty of the collector at least once a year (or as much oftener as he may deem requisite) to transfer the officers in charge of warehouses Nos. 2, 3 and 4 from one warehouse to another, thus preventing any officer having the charge of any one warehouse for a longer period than one year. The officer so transferred shall furnish the collector with a complete inventory of the goods in such warehouse; and it shall be the duty of his successor, immediately on taking charge, to examine the goods to see if they agree with the inventory; and the result of this examination shall be communicated to the collector within ten days from the date of his taking charge. Should any discrepancies be found between the statement of the officer transferred and the inventory taken, the collector will immediately investigate the case, at the same time reporting the facts to this department.

SECTION IX.

OF THE CARTAGE, DRAYAGE, OR LIGHTERAGE OF GOODS IN BOND, ETC.

I. All goods in bond, whether passing from the vessel or other conveyance in which imported to the warehouse, or from one vessel or

conveyance to another vessel or conveyance, or from the warehouse on permits of transportation or exportation, all unclaimed goods, and all goods ordered to the appraisers' stores for examination, will be carted, drayed, or lightered by the custom-house cartmen, draymen, or lightermen at ports where such persons are or hereafter may be employed, and at all ports by persons specially authorized by the collector or other chief revenue officer—it being intended that bonded goods shall at all times be in the custody of the officers of the customs or their authorized agents. Such persons shall be subject to the orders of the collector, and will be held to a strict compliance with all the warehouse rules and regulations.

II. They will in all cases require of the officers, whether at the vessel or warehouse, a ticket descriptive of the merchandise delivered to them, and designating the store, vessel, or other place to which it is to be taken; which ticket they will return to the officer from whom the merchandise was received, duly receipted by the officer to whom such merchandise may have been delivered—these persons being liable for the safe conveyance of all merchandise delivered to them, and for the good condition of all delivered by them.

III. They shall in all cases convey all merchandise required of them to the public stores, or elsewhere, as soon as it is ready; and for neglect or refusal to do so, on report thereof to the collector, their further employment will not be allowed.

SECTION X.

RELIEF FROM DUTIES ON GOODS INJURED OR DESTROYED WHILE IN BOND.

I. The 8th section of the warehousing law of the 28th March, 1854, providing for relief from duties in case of the destruction, in whole or in part, of bonded goods while in warehouse, or in transitu, under warehouse transportation bond, from one port to another, or in the appraisers' store undergoing appraisal, it is deemed proper to state that the law proposes relief where actual injury is incurred, or the property is destroyed, in whole or in part, by accidental fire, shipwreck, or other like casualty, but does not provide for deterioration from dampness, or other like cause, in the warehouse or in transitu under bond.

II. Application for relief under the 8th section of the act of 28th March, 1854, must be made in writing, under oath or affirmation, by the claimant to the collector of the port where the alleged injury or destruction, in whole or in part, of the goods, wares, and merchandise, by accidental fire, or other like casualty, occurred, setting forth that the same happened while the goods remained in the custody of the officers of the customs, in a public or private warehouse under bond, or in the appraisers' stores undergoing appraisal, or while in transportation under bond, describing the place and manner of the accident, together with the extent of the injury, loss, or destruction, and the precise time when sustained.

III. This statement must be accompanied by affidavits of two or more credible and disinterested persons, as to the injury, loss, or destruction aforesaid.

IV. On receipt of the foregoing application and statement, the collector will subjoin thereto an official statement of the officers of the customs connected with the custody of the goods, as to the facts stated by the claimant, together with a statement whether the store or building in question was, at the time of the occurrence, a duly constituted bonded warehouse under the law, or appraisers' store, as the case may be.

V. The collector will report the foregoing to the department, giving his views as to the character of the proof and the validity of the claim, stating the date of maturity and parties to each bond, the amount due on each, the amount of duties, if any, paid, together with any views or facts connected with the case he may deem useful in enabling the department to discharge its duty under the law.

VI. When total loss or damage is alleged to have occurred in the course of transportation from one port to another under bond, in pursuance of law and the regulations of the department, applications for relief must be made in the following form. In cases of total loss of the vessel or vehicle in which transported, the application must be sustained by the protest of the master or conductor of such vessel or vehicle, the affidavit of the applicant, setting forth that the goods so alleged to be lost were actually on board such vessel or vehicle, and have been totally lost, and no reasonable expectation exists of saving any part thereof, together with the bill of lading, or other receipt for the transportation of said goods. In cases of damage, when the goods have arrived at port of destination, the application of the party must be sustained by evidence as hereinbefore prescribed in cases of loss in warehouse, and must be lodged with the collector within ten days after the landing of the merchandise, and while the goods are in the possession of the officers of the customs, and due appraisement will be made of the goods so alleged to be damaged, as in the case of damage occurring on voyages of direct importation from foreign ports.

VII. It will be borne in mind, however, that no abatement of duties, satisfaction, or cancellation of the bond will be made under the eighth section of the act of the 28th March, 1854, without the previous sanction of the department.

SECTION XI.

SALES OF UNCLAIMED AND OTHER MERCHANDISE AND MISCELLANEOUS WAREHOUSE PROVISIONS.

I. All merchandise duly bonded, and so remaining in public store for the space of three years from the date of importation, all merchandise, in respect to which there is a failure or neglect to pay the duties within the time prescribed by law, and so remaining in public store for a period of one year, shall be sold at public auction, in some public or private warehouse, within thirty days after the expiration of the several periods before mentioned, respectively.

II. Before any such goods shall be sold as aforesaid, they must be appraised by the appraisers of the United States, if there be any at the port; and, if none, then by two merchants, to be designated and

sworn by the collector for that purpose. Descriptive catalogues of said goods must be prepared, specifying the marks, numbers, and description of the packages, their contents and appraised value, the names of the vessel and master, in which, and of the port or place whence imported, and the time when, and the name of the person or persons to whom said goods were consigned on the manifest, and notice of such sale must be published in two or more of the newspapers having the most extensive circulation at the port, three times a week. The catalogues, thus prepared and printed, must be distributed among the persons present at the sale, and reasonable opportunity be given, before sale, to persons desirous of purchasing, to inspect the quality of the goods.

III. Immediately after the sale by an auctioneer of any goods as herein stated, the collector shall proceed to deliver to the several purchasers the lots or parcels belonging to them, on due payment to him of the sum or sums for which sold. This delivery shall be made on a general permit, to be countersigned by the naval officer, if there be any at the port. The duties of the auctioneer are to be limited to selling the goods, and his charge for such service, which in no case shall exceed the usual commissions at the port, and all other expenses properly chargeable on the goods which may have accrued, must be presented and paid within ten days of date of sale. These expenses must be apportioned *pro rata* on the different lots and parcels, and a statement must be made giving the gross proceeds, the amount of duty, storage and other expenses, and the net proceeds of each lot of goods in the sale. The proceeds of such sales of warehoused goods, after deducting the usual rate of storage at the port, with all other charges and expenses, including duties and interest, must be paid over to the owner, importer, consignee or agent, and proper receipts taken for the same; and any surplus of the proceeds of the sales which may remain after payment of storage, charges, expenses, duties, &c., unclaimed for the space of ten days after such sale, must, in accordance with law, be paid into the treasury of the United States by the collector, who will with such surplus also transmit a copy of the inventory, appraisement and account of sales, specifying the several particulars above required. A similar account will be made of the sale of unclaimed goods, the proceeds of which, after deducting the charges named above, will be immediately paid into the treasury of the United States, there to remain for the use of the owner, as provided by law.

IV. No perishable goods, gunpowder, fire-crackers, or other explosive substances, can be deposited in warehouse, and if not immediately entered for export, or transportation for export, from the vessel in which imported, as hereinafter provided for, or entered for consumption, and the duties paid within the time prescribed by law for the unlading of the vessel, will be sold forthwith, the collector giving notice of such sales, and disposing of and accounting for the proceeds as in the case of sales of other unclaimed goods.

V. Any unclaimed goods, wares and merchandise deposited in public warehouse, which, in the opinion of the collector, may, from depreciation in value, damage, leakage or other cause, prove insufficient, on

a sale thereof, to pay the duties, storage and other charges, if suffered to remain in store for the period allowed by law, will be sold at public auction, on giving public notice of not less than six nor more than ten days, as the collector may determine under the circumstances of the case, and the proceeds disposed of and accounted for as in other cases of unclaimed goods. Gunpowder, fire-crackers, and other explosive substances will be sold on giving public notice for three days before the sale.

VI. The sales of unclaimed and warehoused goods remaining in store beyond the period allowed by law, will be made quarterly—that is, between the first and tenth of January, April, July, and October, of each year.

VII. All goods unclaimed by the owner or consignee at the expiration of the period allowed by law for the discharge of the vessel in which the same may have been imported, shall be sent by the collector to the stores owned or leased by the United States, Class 1, if there be any at the port. If there be no such stores, then said goods shall be deposited in a private bonded warehouse, the collector paying to the proprietor the storage and labor for the time the merchandise remains in warehouse unclaimed, and charging the same on the goods, if sold, or entered in pursuance of law. The owner or consignee of goods thus sent to the public store, and of which no entry has been made, may, at any time thereafter, within the period provided by law, be allowed the privileges herein granted to bonded merchandise, on making due entry thereof for warehousing.

VIII. Bonded goods may be transferred from one warehouse to another, on the written application of the owner or importer, at his expense and risk, and a transfer order shall be issued for that purpose, to be signed by the collector and countersigned by the naval officer, where there is one, in the following form:

(*Transfer order—Form No.* 73.)

DISTRICT OF ———,
Custom House, ———.

To the Storekeeper of the Port:

You will transfer, on application of —— ——, the following described merchandise from bonded store ——— street, to bonded store ——— street, [here describe merchandise,] which was imported into this district by —— ——, on the —— day of ———, in the ———, from ———.

—— ——, *Collector.*

—— ——, *Naval Officer.*

IX. In all cases where the collector may be called upon to exercise the discretion given him in the 56th section act 1799, and August 3, 1854, to take possession of merchandise remaining on board a vessel, three or five days after her entry at the custom-house, or whenever it may be necessary, on account of a vessel being leaky, or from other cause or casualty, to take possession of her cargo, as required by the 60th section act of March 2, 1799, he will require, as a condition of

granting the permit for discharge, the right to order the vessel to be removed, at the expense of the owner, to such place, wharf, or pier, adjacent to the stores, as may be most convenient for unlading the goods, and their safe and economical storage; and in all cases when unclaimed goods are so taken possession of by the collector, the permit shall be in the following form:

(*Form No.* 74.)

CUSTOM HOUSE, ———,
District of ———.

To the Inspector of the Port:

You will send to store ——— all goods remaining on board ship ———, from ———, for which no order or permit has been received at this date, excepting gunpowder, fire-crackers, and other explosive substances, which you will retain on board, and give notice thereof to this office.

—— ——, *Collector.*

X. In all cases where merchandise shall be suffered by the importer, owner, or agent thereof, to remain in warehouse for a period of five days after the payment of the legal duties and charges thereon, and the issuing of the permit for delivery thereof, the collector will permit no more merchandise to be deposited in such store while any such goods shall so remain, and will report the case to the Secretary of the Treasury, that he may discontinue the store as a bonded warehouse, or adopt such other course to enforce the warehousing regulations as he may deem the law and the facts to require.

XI. All wines and distilled spirits, transported in bond from one port to another in the United States, must be branded and sealed; and all cigars so transported must be encased and sealed before delivered from store, in the same manner as provided for, when passing through the United States to Canada or Mexico.

XII. When goods are withdrawn from warehouses, in quantities less than the entire importation, the expense of weighing, gauging, or measuring, must be paid by the owner, importer, or agent, if it be necesssary to weigh, gauge or measure such portion in order to ascertain the dutiable value.

XIII. All moneys received by collectors from owners or occupants of private bonded warehouses in payment for an officer in attendance at the premises, and all sums received for storage, and other expenses in public stores, must be accounted for in their accounts with this department, and be certified by the naval officer. To enable that officer to give such certificate, all permits having amounts to be received for storage, &c., must be presented to him; and he will keep a daily record of such amounts to be paid to the cashier or other collecting officer.

XIV. The storage charged on goods deposited in the public stores must be the usual rate at that port. The charges for labor at these stores must be at a rate that will remunerate the government. Collectors failing to demand and receive the amounts due for the

storage and labor accruing in public stores, or the pay of an officer required in private stores, will be charged with such sums in their quarterly accounts by the Commissioner of Customs, whose attention has been specially directed to these instructions.

XV. No fire must be permitted in any warehouse, except in the business office attached thereto; and where lights are required, lanterns must be used, such as are in use in naval vessels, and known as magazine lanterns.

XVI. The collector will cause copies of all instructions from this department in reference to the selection, management and daily government of warehouses, with such other rules as he may deem necessary to carry the same into effect, to be printed and placed in a conspicuous place in each warehouse.

All merchandise in public or private bonded warehouses may be examined at any time during the business hours of the port by the importer, consignee, or agent, who shall have liberty to take samples of his goods in quantities according to the usage of the port; make all needful repairs of packages, and to repack the same, provided the original contents are placed in the new package, and the original marks and numbers placed thereon, in the mode prescribed in the 75th section of the act of 2d March, 1799, and 32d section act of March 1st, 1823; provided that no samples shall be taken, nor shall any goods be exhibited or examined unless under the immediate supervision of an inspector of the customs, and by order of the importer, owner or consignee, at his expense; nor shall any package be repaired, or goods repacked, without a written order from the collector of the port.

XVII. The penalty for failure to transport and deliver bonded merchandise, withdrawn from warehouse for transportation in the United States, within the time limited in the transportation bond provided for by the 6th section of the act of March 28, 1854, is deemed and taken to be an additional duty of 100 per centum on the invoice or appraised value of the merchandise so withdrawn. Thus, if the value of the merchandise be $400, and the rate of duty 25 per cent., the duty to be secured by the bond will be $100, and the additional duty of 100 per cent., $400; making the sum of $500 to be collected in case of non-compliance with the condition of the obligation in the bond.

XVIII. All package goods, before being received in store, shall have the shipping marks on the same, and be numbered from 1 to — by the owner, unless they have numbers on the same as well as the shipping marks; and the collector shall also, at the expense of the United States, cause them to be identified by letters or marks representing the year and month when received. All other goods will be received in warehouse by shipping marks. The shipping marks, numbers and identification, as above, must be entered on the books and returned by the officer in charge in his daily returns to the collector's office. They will then be entered in the general warehouse books, and the numbers therein given be the designating numbers on all permits for withdrawal.

XIX. Gunpowder, fire-crackers, and other explosive substances, the deposit of which, in any public or private bonded warehouse, is prohib-

ited by law, may be entered, on arrival from a foreign port, for immediate exportation in bond by sea, it being understood that the warehouse and export entries shall be made simultaneously, and the articles transferred directly from the vessel in which imported, to the vessel in which the exportation is to be made. Fire-crackers, securely cased, may also be entered for immediate transportation from one port to another, either by sea or inland, for the purpose of being immediately exported under the rule before provided, from such second port, but in no case to be actually warehoused; and should entry for exportation not be made on arrival at second port, the collector will cause the same to be sold, as in case of failure to enter at port of original importation.

XX. The act of March 3, 1801, requires all invoices of merchandise to be made out in the currency of the country from which such merchandise may have been imported; but it is deemed proper that the owner or consignee of merchandise so invoiced should, in his entry of the same, reduce such currency to the currency of the United States, and state the value thereof in dollars and cents. In entries for warehousing, the value of each package or parcel enumerated in the entry will be so stated under the head "dutiable value of each package," as that no other than federal currency will appear in the warehouse accounts.

SECTION XII.

GENERAL MISCELLANEOUS PROVISIONS—PAYMENT OF FEES AND DISBURSEMENTS.

I. No fees of any kind, not specifically authorized by law, will be charged by collectors or other officers of the customs in any case, and all fees, so authorized to be collected by such officer, will hereafter be received and accounted for by the cashier of the custom-house at ports where there may be such an officer, and at other ports by the officer charged with the performance of his duties.

II. Separate accounts of each class of fees will be kept by the cashier or other officer, as well with a view to the verification of the accounts rendered as the proper distribution of the fees received.

III. All disbursements by collectors will be made in a similar manner, and for this purpose the several weighers, gaugers, and measurers will keep faithful and exact accounts of the labor employed by them in the performance of their official duties, in form similar to those already prescribed to be kept by officers in charge of public bonded warehouses.

Time and pay-roll of persons employed by —— ——, weigher (gauger or measurer, as the case may be) within and for the district of ———, in the performance of my official duties for the quarter ending ———, 185 .

(*Form No.* 75.)

Names.						No. of days.	Rate.	Amount due.	Received of —— the sums set against our names.

This roll shall be made up weekly or monthly, according to the custom of the port, and signed by the several persons against the amounts carried out against their respective names; and a duplicate will be delivered to the collector as a guide in the payments to be made.

At the same time that the rolls are signed by the persons employed, the officer employing them will furnish to each a certificate or pay-ticket according to the annexed form:

(*Form No.* 76.)

DISTRICT OF ———,
Custom House, ———, 185 .

$———.

I hereby certify that —— —— has been employed by me in the performance of my official duties —— days at ——$\frac{}{100}$ dollars per day, and that the sum of ——$\frac{}{100}$ dollars is due to said —— —— for the —— ending ——, for which he has signed duplicate pay-rolls.

—— ——, *Weigher.*

To the COLLECTOR.

Certificates or pay tickets, in like form, will be issued by the gaugers and measurers to the persons employed by them. These tickets will be presented to the collector or auditor of accounts for comparison with the pay-rolls, and, being approved by him, will be paid by the cashier directly to the person named therein.

IV. At the close of the quarter the rolls will be returned to the collector, by whom they will be carefully compared with the tickets or certificates paid; and, being duly verified by the oaths of the officers, one copy will be retained in his office, and one copy transmitted to this department with the abstract of payments to inspectors, weighers, gaugers, and measurers, as a voucher, in lieu of the account of official expenses now rendered.

Other disbursements, without regard to nature or amount, will be made in similar manner; it being the intention and purpose of these regulations that all moneys shall be received and all payments made

by the cashier of the customs, or the officer charged with the performance of his duties.

On application by the collector of any port, the Secretary of the Treasury may, for sufficient cause, change the regulations relating to disbursements, to meet the peculiar condition of such port.

V. The following is the list of fees required by law to be paid at the several custom-houses, and no other fees shall be received than those here specially enumerated:

For admeasuring every vessel, in order to the enrolment, or licensing and recording the same, if of 5 tons and less than 20	$0 50
Of 20 and not over 70	75
Over 70 and not over 100	1 00
Over 100	1 50
For certificate of enrolment	50
Endorsement on certificate of enrolment	20
License, and granting the same, including the bond, if not over 20 tons	25
Above 20 and not over 100	50
Over 100 tons	1 00
Endorsement on a license	20
Certifying manifest, and granting permit for licensed vessels to go from district to district, under 50 tons	25
Over 50 tons	50
Receiving certified manifest, and granting permit on arrival of such vessel, if under 50 tons	25
Over 50 tons	50
Certifying manifest, and granting permission to *registered* vessels to go from district to district	1 50
Receiving certified manifest, and granting permit on arrival of such registered vessel	1 50
Granting permit to a vessel, not belonging to a citizen of the United States, to go from district to district, and receiving manifest	2 00
Receiving manifest and granting permit to unload for last-mentioned vessel, on arrival at one district from another	2 00
Granting permit for vessel carrying on fishery to trade at a foreign port	25
Report and entry of foreign goods imported in such vessel	25
Entry of vessel of 100 tons and more	2 50
Clearance of vessel of 100 tons and more	2 50
Entry of vessel under 100 tons	1 50
Clearance of ditto	1 50
Post entry	2 00
For permit to land or deliver goods	20
Bond taken officially	40
Permit to load goods for exportation entitled to drawback	30
Debenture or other official certificate	20
Bill of health	20

Official documents, except register, required by any merchant, owner, or master of any vessel not before enumerated	$0 20
Admeasurement, and certifying vessels of 100 tons and under	1 cent per ton.
Over 100 and not over 200	1 50
Over 200	2 00
Other services to be performed by the surveyor, in vessels of 100 tons and more, having on board merchandise subject to duty	3 00
Like services in vessels under 100 tons, having similar merchandise	1 50
All vessels not having merchandise subject to duty	66⅔
Protection	25
Crew list	25
Certificate of registry and bond	2 25
Endorsement on register	1 00
General permit to ship, to land passengers' baggage	20
Weighing: 1⅞ cent per 112 pounds. Gauging: Casks, 12 cents each; cases and baskets, 4½ cents each. Ale, porter, &c., 1½ cent per dozen bottles. Measuring: Coal, 90 cents per 100 bushels; chalk, brimstone, &c., 90 cents per 100 bushels; salt, 75 cents per 100 bushels; potatoes, seeds, grain, and all other measurable articles, 45 cents per 100 bushels. Marble, mahogany, cedar wood, &c., the actual expense incurred.	In the cases specified in circular instructions of Febru'y 2, 1850, as modified by circular of April 10, '51.
For marking spirits, wines, &c., 2½ cents per package. Issuing certificates, (spirits only,) 3½ cents per package.	When requested by importer.

For licenses to steamers, as a compensation for the inspections and examinations made for the year, under the steamboat law approved August 30, 1852, in addition to the fees above mentioned for issuing enrolments and licenses to vessels:

For each vessel of a thousand tons and over	$35 00
For each of five hundred tons and over, but less than one thousand	30 00
For each under five hundred tons and over one hundred and twenty-five tons	25 00
For each under one hundred and twenty-five tons	20 00
For the first certificate granted by any inspector or inspectors to each engineer and pilot	5 00
For each subsequent certificate	1 00
For recording all bills of sale, mortgages, hypothecations, or conveyance of vessels, under act of July 29, 1850	50
For recording all certificates for discharging and cancelling any such conveyances	50
For furnishing a certificate setting forth the names of the owners of any registered or enrolled vessel, the parts or proportions owned by each, and also the material facts of	

any existing bill of sale, mortgage, hypothecation, or other incumbrance, the date, amount of such incumbrance, and from and to whom made - - - - - $1 00

For furnishing copies of such records, for each bill of sale, mortgage, or other conveyance - - - - - 50

The term, "or other official certificate," will embrace every certificate requiring the collector's official signature in the regular transaction of the business of the custom-house, including his certificate to an oath or invoice.

The term, "permit to land goods," is intended to include all permits to land, whether for immediate delivery or otherwise, all permits to warehouse or public store, or delivery therefrom, all permits to transfer goods from one store to another when required by owner or importer, and all permits or orders to appraise without invoice.

The term, "permit for exportation," is intended to apply to all permits for export or transport from vessel or warehouse.

RECORD OF PROTESTS.

VI. Whenever duties are paid under protest, collectors of the customs will have the protest carefully and accurately copied at length in a record to be kept for that purpose, properly compared, verified, and certified as a correct copy by the officer or officers making such comparison—the number and date of entry, name of importer, vessel, and description of merchandise in regard to which the protest is made, to be duly stated on the record for the purpose of identification. This precaution is deemed necessary as well for the protection of the importer as the United States, in the event of the loss of the original protest by accident or otherwise.

RETURN OF APPRAISERS.

VII. The appraisers must in every case make their report or return of appraisement in writing and sign the same, not by the initials of their names, but in full. This report or return should be written on the invoice, if practicable; and if not, on a separate paper to be permanently attached to the invoice.

In all cases, the return of the appraisers must describe the character or class of the merchandise, as nearly as possible, in the terms of the tariff, and state under what schedule, in their opinion, it falls, for the information of the collector and naval officer.

ENTRY OF MERCHANDISE WITHOUT INVOICE.

VIII. In all cases hereafter, where the importer desires to enter on appraisement, in the absence of an invoice, under the second section of the act of March 1, 1823, he will make a written application to the collector, under oath or affirmation, setting forth the circumstances under which the merchandise was imported, and the cause, if any known to him, why the invoice is not produced; and before any such entry can be allowed, the merchandise must be sent to the appraisers' store or to a bonded warehouse for examination by the appraisers, who will call upon the importer for the exhibition by him of any letters,

accounts or other documents he may have in regard to the importation, and examine him on oath or affirmation touching any matter or thing which they may deem material in ascertaining the true market value or wholesale price of the merchandise thus presented for entry. The answers to the interrogations shall be in writing, under oath or affirmation, and subscribed by the importer, and shall be transmitted, with a report of the case, by the appraisers to the collector, who will forward the same to the Secretary of the Treasury; who, from information placed from time to time in his possession, as well in regard to particular importations as the general commerce of the country, may often advise collectors of facts and circumstances, not otherwise known to them, which might enable those officers to exercise a more careful and intelligent discretion in such cases.

IX. No entry by appraisement without invoice will, therefore, be permitted until the case has been submitted to the department, and its views, and the facts which it may think proper to communicate, received, except in cases of perishable goods, and where the merchandise does not exceed one hundred dollars in value—the application of the importer being made under oath; in which cases the collector, if he thinks it expedient, may, under the discretion conferred on him by the second section of the act of March 1, 1823, admit to entry on appraisement without submitting the same to the department.

X. It not unfrequently happens that articles are imported for the personal use of the importer, and not as merchandise, which might be exposed to injury in the process of opening, examining, and repacking in the public store, but which, nevertheless, ought not to be delivered without examination. In such cases the collector, if he thinks it expedient, will direct the proper officer of the customs to examine the package or packages at the residence of the owner, or at such other proper place at the port as he may designate. In no case, however, can such examination be omitted without the special permission of the department.

EXTENSIONS OF INVOICES.

XI. The duty of examining the extensions and computations of invoices, now performed at some of the ports by the clerks in the collector's office, will hereafter, at ports where there are appraisers, be performed in the appraisers' department, to which the clerks now so employed in the collector's office will be transferred.

APPRAISEMENT OFFICE.

XII. All communications and papers, whether invoices, appraisement orders, damage warrants, or others, passing between the custom-house proper and the appraisers, must be transmitted by an officer of the customs or an official messenger; nor shall any importer, agent, or any other person than one in the employment of the customs, be admitted to the appraisers' office without a written permission from, or accompanying a principal appraiser. From the places or rooms in the appraisers' department in which merchandise is examined under the law regulating appraisements, all persons must be ex-

cluded except the officers and employés of the customs or appraisers, whose duty under the law and instructions of the Secretary of the Treasury require them to have access to those rooms or places.

OWNER'S OATH ON ISSUE OF MARINE PAPERS.

XIII. It appears that at some of the ports the provisions of the 5th section of the registry act, approved December 31, 1792, have not been strictly enforced. This section is still in force, and requires that every owner, resident within the United States, of any ship or vessel to which a certificate of registry may be granted, shall forward, within ninety days, to the collector who may have granted the same, a like oath or affirmation to that directed to be taken by the owner on whose application such certificate shall have been granted. It is also further required by the 5th section of the act for recordimg the conveyances of vessels, and for other purposes, approved July 29, 1850, that the owner making the application, in addition to the oath required of him by law, shall set forth in the oath of ownership the part or proportion of such vessel belonging to each owner, and that the same shall be inserted in the register. The duty of seeing that these provisions of law are faithfully enforced is enjoined on collectors and other officers of the customs.

OFFICIAL HOURS.

XIV. The following regulation, prescribed in regard to office hours at the several custom-houses, will be enforced at each of the ports to which, by its terms, it is applicable:

The hours for transaction of business with merchants and others shall be, at the ports of Boston, New York, Philadelphia, Baltimore, Charleston, New Orleans, and San Francisco, from 9'clock a. m. to 3 o'clock p. m.; and for the functionaries at said ports, the office hours will be from 9'clock a. m. to 4 o'clock p. m., and until the business of the day shall be accomplished, according to the requirements of the collector of the port.

At each of the other ports the same hours will be kept for the transaction of business with merchants and others; and for the functionaries, the same official hours as prescribed for the larger ports will be kept, if the business at the smaller ports shall so require.

The foregoing regulation extends to all departments of the customs. as well to the offices of the naval officer, surveyor, and appraisers, (if any at the port,) as to the collector's office proper.

EXAMINATION OF DRUGS.

XV. To carry fully into effect the provisions of the act of June 26th, 1848, "to prevent the importation of adulterated and spurious drugs and medicines," collectors of customs will require, in all cases of entry of "drugs, medicines, medicinal preparations, including medicinal essential oils used wholly or in part as medicine," either for warehouse or consumption, that all the said articles named in said entry and accompanying invoice or invoices be taken possession of and

sent to the appraisers' store or some convenient warehouse, there to be all fully examined and tested by the examiner of drugs, in the manner required in said act. A return must be made by that officer, and approved by the appraisers, that the goods have been examined and found fit for use as medicine, before the duty accruing on said goods can be received by the collector, or if the same be warehoused, before they can be withdrawn for transportation or consumption.

XVI. If the drugs, &c., as aforesaid, form part of an invoice, a separate entry may be made of such portion, and the remainder entered under the usual provisions of law, to avoid the delay required in the examination of the drugs.

Should the drugs, &c., or any part thereof, on examination as provided in the act referred to, be found unfit for use as medicine, the entry of such part, or the whole, if all be so returned, shall be changed to the warehouse form, and the goods be exported from warehouse or destroyed by the collector, as provided in said act.

WEIGHERS', MEASURERS', AND GAUGERS' RETURNS.

XVII. The weighers, gaugers, and measurers shall be furnished by the collector, or surveyor of the port, with proper blank books, in which the weigher, gauger or measurer shall daily make a true and correct entry of goods weighed, gauged or measured, with all the particulars, description and specification required by law, and at the close of each day's work certify the same, with day and date, under his hand, and return said books of original entry to the collector or surveyor the same day. These books of orignal entry shall be filed and kept, as required by the 72d section of the general collection act of March 2, 1799, as records of the office, from which the returns shall be made by the weighers, gaugers, measurers or clerks to whom the duty may be confided by the collector or surveyor, if, in his opinion, the despatch of business requires it.

GENERAL PENAL BOND UNDER ACT OF MAY 28, 1830.

XVIII. To obviate the inconveniences felt by merchants receiving frequent importations, in giving on each importation the penal bond prescribed in the fourth section of the act of 28th May, 1830, they may in such cases be permitted to give hereafter, in lieu thereof, a bond running for a period not exceeding six months, in the form hereinafter prescribed.

XIX. It will be the duty of collectors to see that the security provided by the bond is, in each case, substantial with respect to pecuniary ability of the obligors, and great care must be taken by them and other officers of the customs in the proceedings on the importation so as to ensure beyond all doubt the sufficiency of the bond, should the United States be compelled to resort to it.

XX. Collectors will, on each importation where a bond of this description is given, endorse on the bond the estimated value, with the date of importation, of the merchandise delivered to importers, and before such delivery. The duty must be carefully performed, and will require a constant and faithful supervision.

XXI. Should anything occur justly to excite doubt of the continued sufficiency of the principal or sureties, collectors will require either a new bond in the same form, with adequate security, or, if the parties fail to give it, an adequate bond on each importation, as in other cases. In no case can merchandise be delivered to, or remain in possession of, the parties subject to this bond, the estimated value of which shall exceed one-half of the penalty of the bond.

(*Form No.* 77.)—*Form of Bond.*

Know all men by these presents, that we —— ——, as principals, and —— ——, as sureties, are held and firmly bound unto the United States of America in the sum of ——— dollars, for the payment whereof to the United States, we bind ourselves, our heirs executors, administrators and assigns, jointly and severally, firmly by these presents: as witness our hands and seals this —— day of ———, eighteen hundred and fifty ——.

The condition of this obligation is such, that if the above bounden ——, or either of them, or either of their heirs, executors, administrators, or assigns, shall deliver, or cause to be delivered, to the order of the collector at the port of ——, within ten days after the package or packages, designated by the collector and sent to the public store to be opened and examined, shall have been appraised and reported to him, each and every package or packages of each and every importation of foreign merchandise which shall be made by the said —— —— at any time within six months from and after the date of these presents, and delivered to them in pursuance of the act of Congress of the 28th May, 1830; or if within the ten days aforesaid any of the said packages shall be opened without the consent of the collector or surveyor given in writing, and then in the presence of one of the inspectors of the customs; or if the said package or packages shall not be delivered to the order of the collector, according to the condition of this bond, and the above bounden —— —— shall pay, to the proper collecting officer of said port, double the estimated value of the package or packages of merchandise aforesaid, then this obligation is to be void, otherwise to remain in full force and virtue.

And the above bounden —— —— do, for themselves, their heirs, executors, administrators, and assigns, covenant and agree with the United States that the collector of the customs aforesaid shall endorse on this bond the estimated value of each importation, as made, and the date thereof, and that the penalty of this bond shall be held to be double the value of each importation, as made, and endorsed as aforesaid; and that the value of the importation, where there is no violation of the conditions of this bond, shall not in any way affect the liability in those cases where there shall be a violation thereof.

Sealed with our seals this —— day of ——, one thousand eight hundred and ——.

—— ——, [SEAL.]
—— ——, [SEAL.]

Sealed and delivered in the presence of—

REPORT OF SEIZURES.

XXII. Collectors of the customs will report all cases of seizures made for infractions of the revenue laws, to the Secretary of the Treasury, within three days after such seizures shall have been made, specifying in such report the property seized, for what offence, and how, and on what terms it is kept, and a brief statement of the facts and circumstances giving rise to the seizure.

This report, it will be distinctly understood, is to be made to the Secretary of the Treasury, and is not to supersede the report now required to be made by collectors to the Solicitor of the Treasury in regard to fines, penalties, forfeitures, and seizures, which will continue to be made as heretofore.

RE-IMPORTATION OF MERCHANDISE EXPORTED IN BOND.

XXIII. Collectors will enforce the eighty-second section of the general collection law of 2d March, 1799, prohibiting the re-importing of any goods, wares, and merchandise which have been imported into the United States, and bonded and exported therefrom, under the penalty of seizure and forfeiture, and are to consider said provisions of law as prohibiting any goods, wares, and merchandise imported into the United States, and exported, from being again imported into the United States, whether to obtain free entry, bounty, or at a less rate of duty.

RECEIPTS AND DELIVERY OF SAMPLE PACKAGES.

XXIV. Collectors of the customs at the several ports will cause a daily register to be kept, in which will be entered the receipt and delivery of all articles of no mercantile value, imported merely as samples and not for sale.

This register will be kept at the appraisers' store, where the samples are sent and examined, in the following form:

(*Form No.* 78.)

Date.	Marks, numbers, and packages.	Vessel.	Where from.	Report of appraisers.	To whom delivered.	Remarks.

XXV. This register will be examined daily by the appraisers, and all packages reported by them as "samples of no mercantile value" will be delivered to the importer by the inspector or other officer in charge, on a general permit, to be signed by the collector and naval officer, and issued for each vessel in the same manner as a baggage permit, in this form:

(*Form No.* 79.)

DISTRICT AND PORT OF ———,
Custom House, —— *day of* ———, 185 .

The inspector (or other proper officer) in charge of the sample office will deliver to the owners of the several sample packages, per ship ———, from ———, which have been passed by the appraisers as of no mercantile value. —— ———, *Collector.*
—— ———, *Naval Officer.*

XXVI. The inspector (or other officer) in charge of the sample office will make daily report to the storekeeper, stating what goods have been received and delivered as samples, and what transferred to the appraisers' store as merchandise for appraisement.

XXVII. All labor in the receipt and delivery of samples will hereafter be under the charge of the storekeeper at the appraisers' store; and for the faithful and prompt examination of sample packages, the appraisers will designate some competent officer connected with their department to visit the sample office daily to superintend and aid in the examination of the packages.

XXVIII. As it is desirable that a uniform practice should prevail at the different ports in all entries of merchandise, the following form of "Entry of goods for consumption on arrival" is given, with general instructions in regard to issuing permits and paying the duties.

(*Form No.* 80.)

Date.	Marks and numbers.	Description of goods.	Quantity.	Per ct.	Per ct.	Per ct.	Total.

The entry in this form, stating in full all the particulars required, together with the invoice and bill of lading, must be presented at the collector's office to the clerks charged with this duty, who will examine the entry by the invoices and bills of lading; and if found correct, will, on the entry, estimate the duties on the invoice value and quantity, certify the invoice, and make out a permit in the form prescribed in the act of 1799. The entry and accompanying papers will then be taken to the naval officer, who will make a like examination, and if found correct, will check the entry, invoice, and permit. The papers will then be taken to a deputy collector, who will administer the oath, and will designate the package, or packages, to be sent to the appraisers' store for examination, marking the same on the entry, invoice, and permit. Should the importer desire to avail himself of the privilege given by the act of May 28, 1830, and obtain possession of his goods by giving the bond required by the fourth section of that act, he will then give such bond, pay the duties as esti-

mated, and send his permit to the vessel in which imported. Should he prefer to await the examination by the appraisers, the collector, after having administered the oath, and directed what packages are to be examined, will issue an order to the officer on board in the following form, and send the invoice by messenger to the appraisers' store:

(*Form No.* 81.)

CUSTOM-HOUSE, ———,
District ———, 185 .

To the Inspector:

You will send to the appraisers' store for examination the following described goods, imported by ——— in the ———, from ———:

[Here describe merchandise.]

—— ——, *Collector.*

XXIX. After the examination has been made by the appraisers, and their return stated on the invoice, in the manner directed in these instructions, they will return the invoice to the collector, who, together with the naval officer, will examine their return by the original entry, and if the latter be found correct, hand the entry and permit to the importer, to pay his duties and obtain possession of the goods. A special permit will be issued by the collector for the delivery of the examined packages in the following form:

(*Form No.* 82.)

CUSTOM-HOUSE, ———,
District ———.

You will deliver the following examined packages, [here describe merchandise,] imported by —— ——, in the ———, from —— ——.

—— ——, *Collector.*

XXX. On the arrival of any steamer from Europe, the collector shall detail an experienced entry clerk, who, with a similar clerk to be designated by the naval officer, and an assistant appraiser, or examiner, to be detailed by the appraisers, shall, together with the inspector on board, examine all the passengers' baggage, appraise the dutiable value of the same, and assess the duty, if any. The duty, thus assessed, shall be entered by the collector's clerk in a record to be kept of such examination, together with the value, description of the articles, and amount of duty.

This record shall be checked with the initials of the three clerks and inspector, and the amount of duty to be paid collected by the collector's clerk, who shall deposit his book, and the money received, with the cashier, as "The entry of passengers' baggage per steamer ——, from —— ——," which amount of duties and entry shall go into the cashier's daily receipts in same manner as any other entry of merchandise for consumption. After the examination and collection of duty, if any, the delivery of baggage shall be made to the respective owners

by the inspector on board, under the general baggage permit, it being understood that the assignment of clerks above mentioned is made, under that permit, to see that it is properly executed; and no baggage, with or without special permit, except when authorized by this department, shall be delivered without an examination by all these officers.

XXXI. Should any passenger's baggage contain dutiable articles to the value of over $500, it will be sent to the appraisers' store for regular entry and appraisement as provided by law.

XXXII. This regulation is issued by the department to prevent any delay to passengers from having small articles in their baggage which may be subject to duty, and will not apply to any articles of merchandise regularly packed, or to sample packages, which must in all cases go to the appraisers' store. Collectors will use due diligence to prevent any misapplication of this order; and it is also desirable that the persons charged with these duties be selected from the most competent and trustworthy men at the several ports.

XXXIII. The record of baggage shall be kept in the same form as the entry for consumption above given.

CERTIFICATE TO PASSENGER VESSELS.

XXXIV. At some of the ports, collectors, or surveyors, have been, it appears, in the habit of giving to vessels papers purporting to be certificates of their legal capacity for the carriage of passengers. No validity attaches to such a certificate, as it is not authorized, or recognized, by any law of the United States, and, consequently, no officer has a right to issue it.

The responsibility, in such cases, must rest where the law places it, on the ship-owners, whose duty it is to ascertain and know how many passengers their vessels can lawfully carry, and they should be held to such responsibility.

XXXV. No officer of the customs will hereafter issue to any person a certificate of this description; but whenever any measurement, necessary to ascertain the legal capacity of vessels to carry passengers, shall be made, the collector will be careful to keep an exact record of it in the office.

ACCOUNT OF PENALTIES, ETC.—INFORMERS.

XXXVI. Collectors must account to the United States for all fines, penalties, and forfeitures received by them during the month, and report to the Secretary of the Treasury, in writing, how they have distributed the shares given by law to the informer and chief officers of the port; and they are instructed that only naval officers and surveyors of the port are prohibited from being informers.

SIGNATURES TO BONDS.

XXXVII. Under the 25th section of the act of March 1, 1823, a merchant belonging to a firm entering into any bond for duties, in name of the firm, thereby binds his partner, or partners, in trade. But partners of a firm signing such bond as sureties must each sign individually.

SEA-FREIGHT NOT A DUTIABLE CHARGE.

XXXVIII. Upon consideration of the tariff act of 1846, as amended by the first section of the act of March 3, 1851, and the several decisions of United States courts upon said acts, it is deemed proper to declare, that when goods are shipped from the country of their production, and it shall appear to the collector, by the bills of lading, or other satisfactory proof, that they were intended for importation into the United States, whether by direct or indirect voyage, by sea, through ports of another country, by one or more shipments, no part of the said freight, from the country of their production to the United States, shall be added to the value of the said goods to make up the dutiable value. If the practice at any port has been different, the collector at such port will make known this decision to the appraisers, in order that their practice shall hereafter conform to the above construction. Collectors will also, on application of the parties, examine the cases of this class in which freight has been added to the dutiable value, and duties thereon have been paid under protest, and report the facts in each case, and the amount of the excess of duty paid, in order that the department may take the necessary action for the return of the excess.

SECTION XIII.

FORM AND MANNER OF KEEPING ACCOUNTS AND MAKING RETURN TO THE TREASURY DEPARTMENT.

I. The officer in charge of each warehouse will keep a correct account of receipts and deliveries of all goods received into his store, and delivered therefrom; specifying, in detail, the original and warehouse marks and numbers; description of packages and contents; date of receipt; by what vessel, or what place, and the charges, if any, and whether warehoused or unclaimed; date of delivery; date of receipt of permit, and to whom delivered. An index will be kept to this book, alphabetically arranged by the names of the vessels, and where from.

The form of this book will be as per form A. In it the entry for receipts must be in detail, specifying each package; and when any part is withdrawn, the entry of delivery should be opposite on the same line, so that what part of a lot remains in store can be seen at once by reference to the alphabetical index, and finding the name of the vessel by which imported.

Daily returns must be furnished, in duplicate, to the collector and naval officer, of the goods received and permitted for delivery, as per forms B and C.

These returns must be full and explicit in all details, and no errors in them can be allowed, as they form the basis on which the collector's and naval officer's records of the goods are kept. The permits must accompany form C as evidence and vouchers for delivery.

The return of receipts must show the charges paid on the goods for lighterage, cartage, drayage, cooperage, &c., to be collected, in addition to storage, before delivery of goods.

II. No goods are to be delivered from these stores unless on a permit signed by the collector and naval officer, and endorsed by the clerk in charge of the general storage books at the custom-house, to show that he has entered it in his books, and the further endorsement of the cashier, as evidence that the custom-house charges are paid. Permits for unclaimed goods in private bonded warehouses, with all the foregoing requirements, will not be acted on until all the charges on them due the warehouse proprietor have likewise been paid.

III. In the collector's office accounts are to be kept with the several public and private bonded stores, of all goods received into and delivered from such stores, to be a check on the accounts of the several stores. The account will be debited with the goods received as shown by the daily return of the officer in charge, and to be credited by the several permits as they issue from the collector's office. These permits will be treated as deliveries in this account, and the goods permitted marked off as delivered. When this is done, the clerk will endorse the permit, and state above his endorsement the charges to be collected by the cashier. When inventories are taken at the several stores, their correctness is to be tested by these books, and not the books at the store; and when certificates are required, either for claims for damage, or for any other purpose, that the property is in store, the verification must come from these books, and not the store books, as any property remaining in store, after presentation of permit, will not be considered in the custody of the collector.

IV. To test the accuracy of the returns made by the several storekeepers of the goods received by them, the inspector's return of goods sent from each vessel will be examined by these books, and the receipts to them for goods sent to the store will be given from these several books; and in the event of any disagreement, the accounts will be made correct in both classes of books before the receipt is given.

The form of these accounts will be as per form D. In the large ports, separate books of account will be kept for warehoused and unclaimed goods; in the smaller ports, they can be kept in one, and the form is arranged for that purpose.

The entries in the books of receipts in store will be given in detail, as prescribed in form A, and the entry of goods permitted, on the same line on the opposite page, to show readily the quantity of each lot or parcel remaining in store.

When unclaimed goods are claimed and entered for warehouse, the usual permit must be altered in its address, to "Storekeeper," and on its presentation to the book-keeper, the unclaimed goods account will be credited and the warehouse account debited, and the account thus transferred from one set of books to the other.

When unclaimed goods are claimed and entered for consumption, the permit for their delivery must be endorsed by the book-keeper with the charges to be collected, and by the cashier that the charges are paid, before delivery of the goods.

V. When a warehouse entry has been completed and bond given, it will be copied, in all its details, into a book kept in debit and credit form; the copy of the entry to form the debit side, to be credited with

the withdrawal entries, stating, in the margin of remarks, whether for export, transportation or consumption, giving always the number of the warehouse bond as a reference to the original transaction, and for exports and transportation entries giving also their bond numbers, in this manner: E. B. No. —, or T. B. No. —. In this way the whole transaction can be traced.

The warehouse bonds will be numbered progressively from one upwards, and the number of the bond appear on all subsequent withdrawals. The export and transportation bonds will be numbered in the same manner, and the several entries passed for these purposes, endorsed with the warehouse bond number and the export or transportation bond number, as may be, and the entries filed away by these numbers for reference. A reference to the running numbers will prevent the omission of any papers from the files.

To secure the correctness of this book, no permit will be issued for a withdrawal entry of any kind until the same is credited on this account, opposite the entry in the debit side; and a space will be left between each copy of an entry on the debit side, to enter, on the opposite, the several credits.

The book will be as per form E.

Books will be kept for rewarehouse entries in the same manner, with the alteration stated on the form.

When an entry is adjusted and the dutiable value fully ascertained, the debit side should be altered in quantity and value, not by erasure, but by drawing a line through the figures, and stating the new quantities and duties in red ink, to show that entries can then be made for withdrawal.

VI. Daily registers will be kept, in the following forms, (see forms F, G, H, I, K, L, M, N,) of the several entries as they are completed by the respective clerks in charge.

F. Register of all entries received by mail from other ports for rewarehousing in the district. This book must be kept from the entries received by each day's mail before the same are copied, and the several columns filled up as the requirements are complied with. In the column headed "Remarks," it will be stated whether rebonded or duty paid. Certificates must be issued immediately on the rewarehouse bond being given, or the duty paid, as the case may be, and the date of the issue correctly given.

No goods can be rebonded, or the duty paid, after the maturity of the bond, as before stated in these instructions.

G. Register of all entries passed, and permits issued for warehouse and transportation entries in the United States, giving particulars in full under each column.

H. Register of all withdrawal entries for transportation in the United States, to be kept in same manner by the clerk in charge, giving full detail under each column.

I. Register of all withdrawal entries for export to foreign countries, to be kept in same manner by the clerk in charge, giving details under each column.

K. Register of all withdrawal entries for export to adjacent British provinces, to be kept in same manner.

L. Register of all withdrawal entries for export to adjacent Mexican territory, to be kept in same manner.

M. Register of all warehouse transportation and export entries to adjacent British provinces, to be kept in same manner.

N. Register of all entries for warehouse and immediate export to foreign countries, to be kept in same manner.

The entries in the registers will be made from the entry itself, immediately after passing the entry and issuing permit, filling each column as headed, specifying the goods, and giving the total value and duty. They must be kept with great care, as a true copy of them will form the weekly reports required by these instructions to be furnished to the department, not only as a record of the business, but to show the amount of duties to be accounted for at other ports. The date at which the triplicate copy is mailed must be accurately entered as evidence that the papers have gone forward as directed in these instructions.

The returns will be in the same form as the daily register, altering the heading from "Daily register" to "Weekly return," and adding "for the week ending ———."

VII. An account will be kept of the withdrawals on account of each warehouse bond, on the back of the bond itself, stating in the column, as shown in the form, the several entries for consumption, transportation, and export, their date and amount of duty, describing the several entries as follows: Consumption by the letter C; exports by the letters E B, and the export bond number; and transportation by the letters T B, with the transportation bond number. The addition of this duty column will give the amount withdrawn on the bond. The entries will only be posted after they are completed, the duty paid, or bond given for transportation or export. It is intended by this to show the amount due on each bond, and the time when due, so as to furnish the department, quarterly, with a statement of the amounts falling due on bonds in each quarter for the coming three years.

This account will be kept as per form O.

A similar account will be kept of all the rewarehouse bonds.

VIII. Bond books for each description of bonds, giving the date of their maturity, must be kept, under the dates of maturity, in the same manner as a merchant's bill book, to show the bonds maturing on each day of the year.

IX. A general bond account will be kept of all bonds taken, as per form P, herewith. This account will state, fully and in detail, the particulars of the bond, and in the column head "Remarks," will state its condition, and, if past due, whether in the hands of the district attorney, or deferred by orders of the department. Under the head, "How cancelled," will be stated whether cancelled by withdrawing the goods within the time allowed by law for warehouse bonds, or by certificate for transportation, or export, bonds, or by paying the amount due, according to the character of the bond. The amount of duty chargeable on each bond, will be endorsed thereon, as soon as the entry of merchandise it represents is adjusted in conformity with law, and the duty ascertained, in the following form:

The ascertained duties on this bond amount to $———.

In the large ports, separate books will be kept of warehouse, rewarehouse, transportation, and export bonds. In the smaller, they can be combined in one, adding a column to the account giving the character of the bond.

All bonds remaining unsettled ten days after date of maturity will be handed to the United States district attorney for collection; from whom receipts will be taken in triplicate, one copy to be furnished to the First Auditor of the Treasury, one copy to the Solicitor of the Treasury, and the third copy to be filed in the office of the collector. The bonds shall be examined at the close of each month and a report of their condition made to the department, and will be examined, at the same time, by the naval officer, who will certify in the bond book as to the correctness of the record.

X. When transportation or export bonds are to be cancelled by the obligors paying the sum due thereon, the amount so to be collected shall be endorsed on the bond by the collector, and certified by the naval officer; and when received shall go into a separate account, to be styled an "Account of bonds collected," and so stated in the collector's customs accounts with this department.

XI. A general ledger will be kept, in which will be opened accounts for each class of articles required by the Treasury Department as per list herewith marked R. The accounts will be kept in the debit and credit form, and made from the warehouse and withdrawal entries—debiting the account with each warehouse entry, and crediting the account with each withdrawal entry, under the several heads of export, transportation and consumption. When warehouse and export, or warehouse and transportation entries are combined in one, the account will be debited and credited from the same entry.

These ledgers will be as per form S, and must be balanced monthly, and the balances carried forward to the next monthly account. Separate accounts will be kept of the rewarehouse entries in the same manner.

A transcript from this ledger, as per form T, will form the quarterly report required by the 4th section, act of August 6, 1846, to be furnished to the Secretary of the Treasury.

XII. The deputy collector, who shall be designated by the collector to take general superintendence of the warehouse business, shall be deemed *ex officio* storekeeper of the port. The warehouse superintendent and storekeepers at the several stores, with the clerks employed on the store accounts, and on the warehouse business generally, shall be under his immediate directions; subject, however, to the control and supervision of the collector of the port.

XIII. In order to enforce a proper responsibility on the part of collectors for merchandise in bond, it is deemed essentially requisite that the officers in question should be required to account for the duties arising on merchandise entered at their respective districts for warehousing, or rewarehousing, and with the same particularity as to details, as they are now required to account for the duties on goods entered for consumption.

For the purpose of effecting the end in view, the annexed forms of

abstracts of duties on merchandise entered and withdrawn from warehouse, and the bond accounts, have been prepared, and in strict conformity to which, hereafter, all collectors will be required to keep and render their warehouse accounts, monthly, to the First Auditor of the Treasury. The abstracts and vouchers connected with their customs accounts will be rendered as heretofore.

These forms, it is presumed, will be sufficiently plain, without further elucidation, to show as well the proposed mode of accounting, as the manner of keeping and rendering the accounts, and are classed in these instructions, as follows:

AA 1.—Abstract of duties on imported merchandise entered for warehousing.

AA. 2.—Abstract of duties on merchandise transported from other districts for rewarehousing.

BB 1.—Abstract of duties on merchandise withdrawn from warehouse for transportation to other districts for rewarehousing.

BB 2.—Abstract of duties on merchandise imported into other districts subsequently brought in and rewarehoused, and then withdrawn and entered for transportation to other districts.

CC.—Abstract of duties on merchandise withdrawn from warehouse for exportation.

DD.—Account of warehouse bonds.

EE.—Account of transportation bonds.

FF.—Account of export bonds.

A similar account, as per forms EE and FF, will be kept of warehouse transport and export bonds in suit. A summary of bonds outstanding of each class will accompany the monthly accounts.

When goods are constructively warehoused, or rewarehoused, and entered immediately for transportation, exportation, or consumption, they will be entered in the appropriate abstract of goods warehoused or rewarehoused; and the bond number given will be the transport or export bond number, which will be marked T or E, and written in red ink. When for consumption, the letter C in red ink will appear in place of bond number. Corresponding entries will of course be made in the bond account.

All abstracts of duties and bonds must be countersigned by the naval officer.

Collectors will be careful to furnish promptly the statistical returns of commerce and navigation prescribed in Treasury circulars, under dates of the 13th July, 1854, and 30th June, 1855.

All instructions and regulations heretofore issued by this department, not conflicting or inconsistent with the foregoing regulations, will be considered in force, and the foregoing regulations will go into effect at the date of their reception at the several ports; and the accounts therein prescribed will commence with the beginning of the current fiscal year.

JAMES GUTHRIE,
Secretary of the Treasury.

FORM A.

DR. *Receipts and deliveries of goods in bonded warehouse* ————. CR.

Date.	Vessel.	From what port.	Marks, numbers, and description of packages.	Warehoused or unclaimed.	Warehouse numbers.	Charge.	When permitted.			When delivered.	
							Date.	To whom.	Marks, numbers, and description.	Dr.	Marks, numbers, and description.

FORM B.

Storekeeper's return of goods received at bonded ———— No. ——, on ——, 185 .

Marks and numbers.	Description of goods.	Name of vessel.	Name of port.	Warehoused or unclaimed.	Remarks and charges.

FORM C.

Storekeeper's return of goods permitted from the bonded ———— No. ——, on ———, 185 .

Warehoused or unclaimed.	Marks and numbers.	Description of goods.	By what vessel imported, and from whence received.	Importers' names.	When received in store		Date of endorsement at custom-house.		To whom delivered.

FORM D

DR. *Statement of goods received and permitted at store ———.* CR.

Receipts.							Permits.			
Date.	Vessel.	Where from.	Warehoused or unclaimed.	Marks, numbers, and description of packages.	Charges.	Remarks.	Date.	By whom permitted.	Marks, numbers, and description.	Remarks.

FORM E.

Dr. *Entries for warehousing.*												Cr. *Entries for withdrawal.*					
Bond No.	Importer.	Date of entry.	Date of import.	By what vessel.	Where from.	Marks and numbers.	Description of merchandise.	Quantity.	DUTIABLE VALUE.		Duty.	By whom withdrawn.	Date.	Marks, numbers, and description of property, and quantity.	Remarks.	Value.	Duty.
									Foreign currency.	U. S. curr'cy.							

N. B.—The rewarehouse book will alter the columns headed "By what vessel" and "Where from," to one column headed "From what district."

FORM F.

Daily register of all merchandise brought into this district.

When received.	From what district.	Shipper.	Consignee.	Description of goods.	Value.	Duty.	Time of bond.	Date when bonded, or duty paid or exported.	Date of certificate to cancel bond.	Remarks.

FORM G.

Daily register of all warehouse and transportation entries in the United States.

Date.	Bond No.	Importer.	Vessel.	Where from	To what district.	Consignee.	Description of goods.	Total value.	Total duty.	Date when copy is mailed.	Date when reported to department.	Remarks.

FORM H.

Register of withdrawal entries for transportation in the United States.

Date.	Warehouse bond No.	By whom withdrawn.	To what district.	Consignee.	Description of goods.	Total value.	Total duty.	Transportation bond No.	Date when mailed.	Date when reported to department.	Remarks.

FORM I.

Daily register of withdrawal entries for export to foreign countries.

Date.	Warehouse bond No.	Exporter.	Vessel.	To what port	Description of goods.	Value.	Duty.	Export bond No.	Date reported to department.	Remarks.

FORM K.

Daily register of withdrawal entries for export to adjacent British provinces.

Date.	Warehouse bond No.	Exporter.	Last port in U. S.	Port of destination.	Description of goods.	Value.	Duty.	Export bond No.	Date mailed.	Date reported to department.	Remarks.

FORM L.

Daily register of withdrawal entries for export to adjacent Mexican territory.

Date.	Warehouse bond No.	Exporter.	Last port in U. S.	Port in Mexico.	Description of goods.	Value.	Duty.	Export bond No.	Date mailed.	Date reported to department	Remarks.

FORM K.

Daily register of withdrawal entries for export to adjacent British provinces.

Date.	Warehouse bond No.	Exporter.	Last port in U. S.	Port of destination.	Description of goods.	Value.	Duty.	Export bond No.	Date mailed.	Date reported to department.	Remarks.

FORM L.

Daily register of withdrawal entries for export to adjacent Mexican territory.

Date.	Warehouse bond No.	Exporter.	Last port in U. S.	Port in Mexico.	Description of goods.	Value.	Duty.	Export bond No.	Date mailed.	Date reported to department	Remarks.

FORM M.

Daily register of warehouse transportation and export entries to adjacent British provinces.

Date.	Bond No.	Importer and exporter.	Vessel.	Where from.	Port of destination.	Last port in United States	Description of goods.	Value.	Duty.	Date mailed.	Date reported to department.	Remarks.

Daily register of entries for warehouse and immediate export to foreign countries.

Date.	Bond No.	Importer and exporter.	Import vessel.	Where from.	Export vessel.	Where destined.	Description of goods.	Value.	Duty.	Date reported to department.	Remarks.

FORM O.

Bond No. ———.	(Name of principal.)	(Where from.)
(Vessel.)	(Amount.)	(When due.)
(Date of bond.)		

Date.	Description of withdrawal.	Amount of duty.

Pro-forma.

Bond No. 1500.	Grinnell, Minturn & Co.	Liverpool.
Pocahontas.	$1,450.	
Jan. 1, 1855.		Jan. 1, 1858.

Date.		Description of withdrawal.	Amount of duty.	
1855.				
January	25	C	$375	00
March	3	E. B., 375	200	00
	10	T. B., 250	875	00
		Cancelled.	1,450	00

FORM P.

Register of bonds.

Bond No.	Date.	Principal.	Surety.	Amount of bond.	Duty on entry.	Date due.	How cancelled.	Remarks.

LIST R.

A.

Ale and porter.
Antimony.
Annatto.
Ashes, pot and pearl.
Anchors.

B.

Balsams.
Barilla.
Baskets.
Beads.
Beans, Vanilla and Tongua.
Beeswax.
Bleaching powder.
Brass, manufactures of.
Brushes.
Buckles.
Buttons.
Burlaps, of flax.

C.

Camphor, crude.
refined.
Clothing, ready made.
Coal.
Cocoa.
Corks.
Cottons, white and colored.
Cotton cords, laces, gimps, &c.
Cotton shawls and handkerchiefs.
Cotton and worsted shawls.
Cotton and worsted goods.
Cotton and linen goods.
Cotton and woollen goods.
Cotton velvets.
Cotton and merino hosiery.
Cotton hosiery.
Cotton twist, yarn, and thread.
Chemical preparations.
Cochineal.

D.

Drugs.
Dye stuffs.
Dye woods, logwood, &c.
extract of logwood.

E.

Earthenware.
Emery.
Engravings.

F.

Fans.
Fish, dried or smoked.
codfish, pickled.
Fish, salmon, pickled.
mackerel, herrings, and other.
Fire-arms, fowling-pieces and pistols.
Flax, unmanufactured.
Flowers, artificial.
Flour, of wheat.
Fruits, almonds.
currants.
raisins.
Furs, undressed.

G.

Glass, cut.
plain.
window, and bottles.
looking-glass plates.
Grass cloth.
Gunny bags and cloth.
Gum arabic.
Gum copal.
all other.

H.

Hats, leghorn, straw, chip, grass, &c.
Hair.
Hemp, unmanufactured.
manufactures of.
bags and bagging.
sail duck.
cordage.
twine.
hempen yarn.
Hides and skins, undressed.
Horns, unmanufactured.

I.

Iron, manufactures of.
cutlery.
anvils.
wire.
needles.
nails.
chain-cables and chains.
sheet and hoop iron.
bar iron.
railroad iron.
pig iron.
Indigo.
India rubber shoes.
unmanufactured
Ivory, manufactures of.
unmanufactured.

J.

Jalap.

L.

Leather.
Leather gloves.
Linens.

LIST B—Continued.

Linen yarn.
Linseed.
Liquorice, paste and root.
Lac dye.

M.

Magnesia, calcined.
Metal, manufactures of.
Medicinal preparations.
Molasses.
Mohair, manufactures of.
Musical instruments.

O.

Oilcloth.
Oil, linseed.
Oil, olive.
Oil, essential.
Olives.
Opium.

P.

Paints, Paris green and other.
Paper.
Paper hangings.
Prussiate of potash.

Q.

Quinine, sulphate of.
Quicksilver.

R.

Rhubarb.

S.

Salts, Epsom and other.
Salt.
Saltpetre.
Saddlery, &c.
Sardines in oil.
Scammony.
Soda, ash.
carbonate of.
Soap.
Seeds.
Silk, manufactures of.
Silk and cotton hatters' plush.
Silk umbrellas and parasols.
Silk and cotton goods.
Silk and worsted goods.
Silk shawls.
Silk and worsted shawls.
Silk sewings.
Silk, raw.
Spices, mace.
nutmegs.
cloves.
pepper.
pimento.
Spirits, brandy.
gin.
rum.
whiskey.
cordials.
Skins, dressed.
not dressed.
Straw, plaits.
Steel, manufactures of.
cast, shear and German.
all other.
Sugar, brown and white clayed.
white refined.
Segars.

T.

Tartaric acid.
Teas.
Tin, in plates or sheets.
Tobacco, unmanufactured.
Toys.

W.

Watches.
Wines, of France.
Spain.
Portugal.
all other countries.
Wool, unmanufactured.
manufactures of.
baize.
blankets.
Woollen hosiery.
listings.
shawls.
carpeting.
Worsted stuff goods.
shawls.
yarn.
binding and bags.
Wood, manufactures of.
lignumvitæ.
mahogany, cedar and grenadillo.
White lead.

Z.

Zinc, in sheets.
manufactures of.

Non-enumerated, at each rate per cent.

FORM T.

QUARTERLY REPORT.

Return of goods, wares, and merchandise entered for warehouse in the district of —— ——, and remaining in store at this date, exhibiting, at the same time, the amount withdrawn for consumption, transportation to other districts, and for exportation, as required by acts of Congress 6th August, 1846, 28th March, 1854, and instructions from the Secretary of the Treasury.

Articles.		FOR CONSUMPTION.			FOR TRANSPORTATION.			FOR EXPORTATION.						BALANCES ON HAND.			
		Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Value.	Duty.	Quantity.	Rate of duty.	Value.	Duty.
Brandy.....	Balance on hand at last return.																
	Received during the quarter ending ——, 185 .																
	Withdrawn during same period.																
	Balance on hand...																

FORM AA 1.

Abstract of duties on goods, wares, and merchandise imported in American vessels into the district of ————, and entered for warehousing during the month ending June 30, 1855.

PRO-FORMA.

Date of entry.	Name of importer.	Name of vessel.	When arrived.	Whence arrived.	Description of goods.	No. of bond.	DUTIABLE VALUES. At 5 per cent.	At 10 per cent.	At 15 per cent.	At 20 per cent.	At 25 per cent.	At 30 per cent.	At 40 per cent.	At 100 per cent.	Amount of duty.
1855.															
June 1	John Doe.....	Hero	.....	Liverpool..	Railroad iron, brandy.....	1	.....	.....	.....	.....	.....	$30,000	.....	$3,000	$12,000 00
2	Richard Roe...	Nero.....	.....	....do.....	Railroad iron.....	2	.....	.....	.....	.....	.....	.....	.....	.....	44,000 00
3	L. Solon.....	Cato	.....	Havre	Silks, brandy, &c.....	3	.....	.....	.....	.....	.....	.....	.....	.....	44,000 00
															100,000 00
	Add amount	re-wareho	used, pe	r abstract A A 2.....		....	.....	.....	.....	.....	.....	.....	.....	.....	30,000 00
															130,000 00

Similar abstracts for equalized and unequalized foreign vessels.

FORM AA 2.

Abstract of duties on merchandise imported into and warehoused at other districts, and transported to, and rewarehoused at the district of ———— during the month ending ————.

Transported into the district of——.			Original importation.							Certificate of original importation.								
Date of entry.	By whom entered.	Name of vessel.	Port of entry.	Date of entry.	Name of importer.	Name of vessel.	Whence imported.	Descript'n of goods.	Number of bond.	5 per cent.	10 per cent.	15 per cent.	20 per cent.	25 per cent.	30 per cent.	40 per cent.	100 per cent.	Total.

FORM BB 1.

Abstract of duties on merchandise imported into the district of ——— ———, from foreign ports, and warehoused at the same district, said merchandise having been withdrawn and entered for transportation to other districts in the United States during the month ending ———.

IMPORTATION.					TRANSPORTATION.					Description of merchandise.	Value.	Rate of duty.	AMOUNT OF DUTIES.	
Date.	Importer.	Vessel.	Whence imported.	No. of warehouse bond.	Date.	By whom entered.	Vessel.	Whither transported.	No. of transportation bond.				Dollars.	Cts.

FORM BB 2.

Abstract of duties on merchandise imported into other districts of the United States, warehoused thereat, subsequently brought into, and rewarehoused, at the district of ————, and withdrawn and entered for transportation to other districts, during the month ending ————.

ORIGINAL IMPORTATION.						TRANSPORTATION.					Description of merchandise.	Value.	Rate of duty.	AMOUNT OF DUTIES.	
Date.	Importer.	Port of entry.	Vessel.	Whence imported.	No. of re-warehouse bond.	Date.	By whom entered.	Vessel.	Whither transported.	No. of transportation bond.				Dollars.	Cents.

FORM CC.

Abstract of duties which accrued on merchandise warehoused or rewarehoused at the district of ———, said merchandise having been withdrawn without the payment of any duties thereon, and entered for exportation to foreign ports, during the month of ———.

IMPORTATION—FOREIGN OR COASTWISE.					EXPORTATION.					Description of merchandise.	Value.	Rate of duty.	AMOUNT OF DUTIES.	
Date.	Importer.	Vessel.	Whence imported.	No. of bond	Date.	By whom entered.	Vessel.	Whither exported.	No. of export bond.				Dollars.	Cents.

FORM DD.

General account of bonds taken in the district of ———— for the month of ————, for duties on merchandise warehoused under the provisions of the acts of August 6, 1846, and March 28, 1854.

DR. PRO-FORMA. CR.

No. of bond. *	Date of bond.	Name of principal.	Name of surety.	Amount.	No. of warehouse bond.	Date of warehouse bond.	Name of principal.	Amount. For transportation or exportation.	Amount. Duty paid.	Date of withdrawal.
	Balance of bonds not due per acct.		ending May 31, 1855.	$170,000	101	July 6, 1853	J. Howe.....	....	$20,000	June 1, 1855
1	June 1, 1855	John Doe.....	.....	12,000	150	Dec. 20, 1853	H. Brown	....	20,000	June 2, 1855
2	June 2, 1855	Richard Doe.....	.....	44,000	160	June 2, 1854	B. Carr.....	....	20,000	June 3, 1855
3	June 3, 1855	Louis Solon.....	.....	44,000	2	June 2, 1855	Richard Roe.....	....	20,000	June 20, 1855
			Rewarehoused....	*30,000					80,000	
					2	June 2, 1855	Richard Roe.....	†E $10,000	....	June 15, 1855
					3	June 3, 1855	Louis Solon.....	T 20,000	....	June 29, 1855
									30,000	
							Balance of bonds not due June 30,	1855	190,000	
				300,000					300,000	

* Rewarehoused goods may be designated by the letter R.

† Entries in this column to be designated by letters T and E.

NOTES.

In the larger districts, instead of giving the description of each bond, a single entry may be made for each class of bonds, referring to the preceding abstracts; likewise a single entry for the duties paid and credited in the account of customs. After the duties on the bonds taken in each month shall have been ascertained by liquidation, entries will be made of the differences thence arising.

When *warehouse bonds* are cancelled and credited in the general bond account, and transportation or exportation bonds substituted therefor, the transportation bonds should be debited in the bond account per Form EE, and the export bonds in the bond account per Form FF. The transportation bonds to be cancelled and the account credited on the certificate of the collector of the arrival of the merchandise at the place of its destination; said certificate to be taken in duplicate, one of which to accompany the account as a voucher. The export bonds to be cancelled on the receipt of authenticated evidence of the merchandise having been duly landed abroad.

FORM EE.

DR. *Account of transportation bonds taken in the district of ——————, for the month of ——.* CR.

Number of bond.	Date of bond.	When due.	Name of principal.	Name of surety.	Amount of duty.	Value of goods.	Number of bond.	Date of bond.	Name of principal.	Amount of duty.	Value of goods.	Date of cancellation.	Delivered to district attorney for suit.	Number of voucher.

NOTE.—Entries may be made on the debit side, per abstracts BB 1 and BB 2.

FORM FF.

DR. *Account of export bonds taken in the district of ———, for the month of ———.* CR.

No. of bond.	Date of bond.	When due.	Name of principal.	Name of surety.	Amount of duty.		No. of bond.	Date of bond.	Name of principal.	Amount of duty.		Date of cancellation.	Remarks.

NOTE.—A single entry may be made on the debit side, per abstract CC.

Shingles, rough hewn or sawed only.
Shingle bolts, do. do.
Shingle wood, do. do.
Shrubs.
Skins or tails, undressed.
Skins or parts thereof, undressed.
Shipstuffs, as breadstuffs.
Slate.
Spars, round and sawed only.
Spokes of wheels, if rough hewn or sawed only.
Stone, in its crude or unmanufactured state.
Tails, undressed.
Tallow.
Tar.
Timber of all kinds, round, rough hewn, or sawed only.
Tobacco, unmanufactured.
Tow, do.
Trees.
Turpentine.
Vegetables.
Vegetables, wholly or partly cooked, preserved in cans hermetically sealed.
Venison.
Wool, unmanufactured.

Liable to duty under the existing revenue laws.

Beams, (see Timber and Lumber.)
Bear's grease.
Beeswax.
Boards, (see Timber and Lumber.)
Biscuit.
Bread.
Cakes.
Felloes for wheels, (see Timber and Lumber.)
Grease of all kinds, except butter, tallow, and lard.
Hay.
Hops.
Hubs for wheels. } See Timber and Lumber.
Knees for vessels. }
Lasts. }
Last blocks. }
Lime.
Milk.
Oilcake.
Palings. } See Timber and Lumber.
Pickets. }
Posts. }
Railroad ties. }
Scantlings. }
Shingles. }
Shingle bolts. }
Shingle wood. }
Spars. }
Spokes for wheels. }
Spirits of turpentine.
Timber or Lumber. Articles of wood entered under these or any other designations, remain liable to duty under the existing tariff, if manufactured in whole or in part by planing, shaving, turning, splitting, or riving, or any process of manufacture other than rough hewing or sawing.

It having been represented to the department that in some of the frontier collection districts, compensation has been demanded by officers of the customs for preparing the papers of claimants under the reciprocity treaty with Great Britain, it becomes necessary to remind such officers that the laws having fixed the salaries of all officers of the customs, they cannot legally demand extra compensation for any services rendered in connexion with their several offices; and that the exactions complained of cannot be made without subjecting them to the heavy penalties provided in the 17th section of the act, "Further to establish the compensation of officers of the customs, &c.," approved May 7, 1822.

Questions in relation to the charge of *fees* on the entry of free goods having been submitted to the department, in special reference to importations under the reciprocity treaty, it is thought proper to state, that the 7th section of the act "To provide for obtaining accurate statements of the foreign commerce of the United States," approved February 10, 1820, requiring the regular entry and examination of all *free* goods, the fee to the collector of 20 cents "for permit to land goods" as provided in the 2d section of the compensation act of March 2, 1799, is legally chargeable in each case of landing free goods; all such fees, however, as well as all others received by the collectors on our *northern*, *northeastern*, and *northwestern* frontier, to be accounted for to the treasury in the form prescribed by law, the salaries of such collectors, allowed by the act "To regulate the foreign and coasting trade, &c.," approved March 2, 1831, modified in some

instances by subsequent acts, being in lieu of all fees, salaries, emoluments or commissions, allowed prior to the date of said act.

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS—NO. 56.

To collectors and other officers of the customs.

TREASURY DEPARTMENT, *August* 31, 1855.

SIR: Enclosed please find a form of return for certain abstracts under different heads, to be rendered the department *monthly* during the fiscal year commencing 1st July, 1855, and ending the 30th June, 1856. In stating the amount under the respective heads, great care and accuracy will be required, in order that the combined statement may be reliable.

You will furnish such statistics under the respective heads as the books of your port contain, leaving the other heads blank, and will certify under your hand, that the abstracts as filled are true, stating which they are, and that the books of the office contain no data to fill the other heads or any of them. In addition to this, you will give a list of transportation bonds, with dates and amounts, which remain uncancelled because no evidence has been furnished of the delivery of the merchandise at the destined port. This will exhibit your goods in transitu. You will also add another list of each receipt of merchandise during the month on transportation bond from other ports, stating the port.

This is not to dispense with the returns required by Circular No. 54.

These returns must be mailed within ten days after the close of each month.

I am, very respectfully,
JAMES GUTHRIE,
Secretary of the Treasury.

COLLECTOR OF CUSTOMS.

GENERAL REGULATIONS—No. 57.

For the government of collectors and other officers of the customs on the northern, northeastern and northwestern frontiers of the United States.

TREASURY DEPARTMENT, *September* 1, 1855.

Questions having been submitted to this department from several of the frontier ports, as to the custom-house fees to be charged at such ports, in view of the existing laws and the General Regulations No. 54, dated the 2d July, I have to state for your information and government, that it having been decided, on due consideration of the subject, that the application of the provisions in the act "to regulate

the foreign and coasting trade on the northern, northeastern and northwestern frontiers of the United States, and for other purposes," approved March 2, 1831, dispensing with the charge of custom-house fees, extends no further than to the fees charged on rafts, flats, boats, or vessels of the United States or British colonies, on entering otherwise than by sea, at any port of the United States on the rivers and lakes on the said frontiers. The following enumerated fees, comprehended in the list given in General Regulations No. 54, are still to be charged and collected at such ports, under the provisions of existing laws, not affected by the act of 1831, above referred to; to be accounted for, and paid over to the United States, by the collectors, in the same manner as other revenue, viz:

For admeasuring every vessel in order to the enrolment, or licensing, and recording the same—	
If of 5 tons and less than 20	$0 50
of 20 and not over 70	1 00
over 70 and not over 100	1 50
For certificate of enrolment	50
For endorsement on certificate of enrolment	20
For license and granting the same, including the bond—	
If not over 20 tons	25
above 20 and not over 100	50
over 100 tons	1 00
For endorsement on a license	20
For permit to land and deliver goods	20
For licenses to steamers as a compensation for the inspections and examinations made for the year, under the steamboat law approved August 30, 1852, in addition to the fees above mentioned for issuing enrolments and licenses to vessels—	
For each vessel of 1,000 tons and over	35 00
For each of 500 and over, but less than 1,000 tons	30 00
For each under 500 and over 125 tons	25 00
For each under 125 tons	20 00
For the first certificate granted by an inspector or inspectors to each engineer and pilot	5 00
For each subsequent certificate	1 00
For recording all bills of sale, mortgages, hypothecations, or conveyances of vessels, under act of July 29, 1850	50
For recording all certificates for discharging and cancelling any such conveyances	50
For furnishing a certificate setting forth the names of the owners of any registered or enrolled vessel, the parts or proportions owned by each, and also the material fact of any existing bill of sale, mortgage, hypothecation, or other incumbrance, the date, amount of such incumbrance, and from and to whom made	1 00
For furnishing copies of such records for each bill of sale, mortgage, or other conveyance	50

It is to be understood that, by a recent decision of the department, the expenses of record books and stationery, for the districts and ports

on the frontiers, and defrayed by the United States out of the before mentioned fees, other than those accruing under the act of August 30, 1852.

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS—No. 58.

To consuls and commercial agents of the United States.

TREASURY DEPARTMENT, *September* 3, 1855.

For the government of consuls and commercial agents of the United States, in reference to the requirements of existing laws respecting the proper verification of invoices, it is deemed expedient to re-issue, in a compendious form, the general regulations of this department heretofore promulgated on the subject, with such additional instructions and explanations as seem to be called for.

With a view to estimate correctly the amount of duties to be charged on merchandise invoiced in a currency of which the value is not fixed by the laws of the United States, the collectors of the customs have been instructed, by direction of the President, to require from the importer of merchandise thus invoiced, a certificate from the consul of the United States, if there be one at the place of exportation, of the true value of such currency in Spanish or United States silver dollars; and it is the President's desire, that such certificates be given by the consuls of the United States, on the application of the party, and on payment of the fees authorized by law therefor.

Consuls are also requested to transmit, at least once a month, if opportunity offers, to this Department, a statement of the rates at which any depreciated currency of the country they reside in is computed in United States or Spanish dollars, or in silver or gold coins of other countries; observing, in all cases of an estimate of the currency in such foreign coins, that their weight and standard should be made known to the department.

Under the provisions of the act of Congress of March 1, 1823, the invoices of all imported goods subject to *ad valorem duty* belonging to persons not residing in the United States, must be sworn to and verified by consular certificates, according to one of the annexed forms, as the case may be.

If there be no consul or commercial agent of the United States in the country from which the merchandise shall have been imported, the authentication must be executed by a consul of a nation at the time in amity with the United States, if there be any such residing there. If there be no such consul, the authentication must be made by two respectable merchants, if any such there be, residing at the port from which the merchandise shall have been imported.

This formality is not required by law where the same description of goods, liable to a similar rate of duty, may be imported by a person residing in the United States, by the law authorizes the owner, con-

signee, importer, or agent, to swear to the foreign cost or value of the goods on making entry at the custom-house.

Invoices of ad valorem or free goods, when made out in a foreign depreciated currency, or a currency the value of which is not fixed by the laws of the United States, whether the importer or owner resides in this country or abroad, must in each case be accompanied by a consular certificate, showing the value of such currency in Spanish or United States silver dollars, according to the annexed form.

It is to be remarked that, by the act of March 3, 1801, invoices of all goods imported into the United States *subjected to a duty ad valorem*, are required to be "made out in the currency of the place or country from whence the importation shall be made; and shall contain a true statement of the actual cost of such goods in such foreign currency or currencies, without any respect to the value of the coins of the United States, or foreign coins which now are, or shall be, by law, made current within the United States in such foreign place or country." Hence, invoices of free goods are not required to be made out in the currency of the country from whence the goods may be imported; but whenever invoices of such goods may be made out in the currency of the country, and said currency is depreciated, and its value not fixed by any law of the United States, a consular certificate of the value of such currency must, as before intimated, accompany the same.

There is nothing in the law or instructions of the department to prohibit invoices of free goods from being made out in the currency of the United States, or that of any other country where its value is fixed by our laws.

The revenue laws of the United States require two consular certificates only to invoices of foreign merchandise imported into the country (the owners of which reside abroad)—one authenticating the invoice, the other as to the value in Spanish or American dollars of the currency in which the invoice is made out.

It is proper that the oath to foreigners should be administered to them, not only in their own language, so that they may fully understand the nature and import of it, but also in the form practised in their own country, which would probably be considered by them as more solemn and of a more binding nature than if administered in a form to which they have not been accustomed.

The consuls and commercial agents will either make their certificate upon the invoice itself, or give such details where it is attached as a separate document, as to the names of the shippers, consignees, vessels and captains, the nature of the merchandise, and the total amount, as will fully identify the invoice annexed, instead of giving, as heretofore, their certificates in such general terms as to admit of the deception which the department is informed has been practised, of substituting another invoice in place of the one for which the certificate was originally issued.

They are also specially enjoined to observe great caution in granting certificates where application shall be made for the same, for former shipments which were unaccompanied by said certificates, until they are fully satisfied by the correctness of the invoices presented to them for that purpose, as the very omission of the certificates with the

account, notwithstanding another owner in part may reside in the United States. This provision of the law of 1823, the department has reason to believe, has been hitherto overlooked in many instances.

If a consul ascertains and has reliable evidence of the falsity of an oath, either administered by him or by a local magistrate whose certificate he has authenticated, he should notify the department, which will transmit to him the original invoice and oath, to be used if deemed expedient, in a prosecution for perjury.

With a view of guarding the customs revenue of the United States from attempted frauds, this department is desirous of procuring authentic information on various points connected with the cost, charges, and the circumstances attending the purchase and shipment of foreign merchandise in the countries of its production or ports of shipment, for the information of the collectors and appraisers at the different ports of entry, and to assist them in levying the duties with uniformity and correctness. Consuls are therefore requested to furnish the department quarterly with replies in detail to the following queries, accompanied by such remarks and explanations as they think will be necessary or useful; and they will please consider them as applying not only to the trade of the place of their actual residence, but also to the neighboring country or towns with which it may have a regular and constant business connexion, or through which their merchandise may be shipped to the United States:

First. What are the usual terms on which merchandise is bought and sold, whether for cash or on credit; and what, if any, are the usual discounts allowed, either from custom or in consideration of cash being paid, or from any other cause, and if such discounts are uniform, or if they vary in the same description of goods, and if they are different on different descriptions of merchandise?

State also, if such discounts are considered as a bonus or gratuity from the seller to the buyer, and usually retained by the latter for his own benefit, even when he purchases and ships the merchandise under orders for account of others?

Second. On what articles shipped to foreign countries are bounties allowed; what are the rates of such bounties, and state how they are calculated, whether on the weight, measure, price or value, and the respective rates; on what principle, and for what reason, and under what circumstances, are such bounties allowed, and are they similar in amount when the articles are exported by national vessels, and by foreign vessels, and if there is any difference, please state it?

Third. What is the customary charge of commissions for purchasing and shipping goods, and if it is different on different descriptions of merchandise, please give the needful details?

Fourth. What is the usual brokerage on the sale or purchase of merchandise, and is it paid by the buyer or seller, or sometimes by one and sometimes by the other, accordingly as the broker may be employed to buy or sell, or do both buyer and seller always pay a brokerage?

Fifth. What are the usual and customary expenses attending the purchase and shipment, one or both, of merchandise at the port of the consul's official residence, specifying them in detail, and including

not only commissions and brokerage already alluded to, but also export duty, dock, trade, or city dues, lighterage, porterage, labor, cost of packages, covering or embaling, cooperage, gauging, weighing, wharfage, and local imposts or taxes of any kind, &c., and whether any, and which of the above, or any other items, are usually included in the selling price of the article, or if they usually form items of separate charge to be paid by the purchaser or shipper?

Sixth. If goods produced or manufactured in the interior, and purchased there for account of foreigners, or by residents for shipment to foreign countries, are usually exported through the port of the consul, or if thus produced, manufactured, or purchased in some neighboring nation which may have no seaports of its own, and are usually or occasionally shipped through said port, what are the customary expenses attending their transportation from such interior places of produce or manufacture to such port, including all transit or export or import frontier duty, and every other charge made up to the time of their arrival at said port from the interior, besides the ordinary expenses attending their shipment at such port?

If there be any other points connected with the subject which are not embraced in the preceding inquiries, and which may be thought useful or acceptable, consuls are requested to include them in their replies, and to accompany the latter with all the requisite details, together with any printed or other documents which they may think it will be desirable for the department to possess.

They are also particularly and specially requested to keep the department regularly and fully advised of the course and progress of trade from their several ports to the United States, advising it, at all times, of any actual or attempted frauds upon the revenue of the United States which may come under their observation, or of which they may obtain any knowledge, and the mode in which such frauds are or can be carried into effect, exercising a due watchfulness, so far as in their power to do so, on all shipments of foreign merchandise from their several ports to the United States.

Numerous applications are constantly made to the department for permission to enter merchandise where the invoices are not accompanied by the needful consular certificates in the cases where such certificates are by law required. The department has heretofore acted with great leniency and indulgence in such cases, but experience has shown the necessity for a more rigid course in future, which course will be pursued after a reasonable delay; and in all cases where such consular certificates should accompany the invoices, any penalty which may be incurred for want of them will be regularly enforced, and consuls will please take the needful steps for making this determination of the department generally known at their respective ports.

There are many staple articles of foreign production having a regular and a very large consumption in the United States, the prices of which abroad are not subject to any sudden or large fluctuations, but which, when they do vary in price, do so gradually, and to a limited extent.

It will be very desirable for the department to have regular advices, particularly in regard to such description of goods, and such other information on prices of merchandise generally as may be useful in

making a just estimate of the cost of foreign goods for the purpose of levying the duties.

Consuls are requested to report monthly to the Treasury Department the rates of exchange prevailing between the ports or places at which they reside and the following places, viz: London, Paris, Amsterdam, Hamburg, New York, and other principal American ports having commercial relations with such consular ports.

JAMES GUTHRIE,
Secretary of the Treasury.

FORMS REFERRED TO IN THE FOREGOING.

Foreign owner's oath where goods, wares, or merchandise have been actually purchased.

I, A B, do solemnly and truly swear that the goods, wares, or merchandise described in the invoice now produced, and hereto annexed, were actually purchased for my account, or for account of myself and partners in the said purchase; and that said invoice contains a true and faithful account of the actual cost thereof, and of all charges thereon; and that no discounts, bounties, or drawbacks are contained in the said invoice but such as have been actually allowed on the same.

(Signed) A B.

Sworn to and subscribed before me at ——, the —— day of ——, A. D. 18—, and of the independence of the United States of America the ——.

Foreign manufacturer or owner's oath in cases where goods, wares, or merchandise have not been actually purchased.

I, A B, of ——, do solemnly and truly swear that the invoice now produced, and hereunto annexed, contains a true and faithful account of the goods, wares, or merchandise therein described at their market value at —— at the time the same were (procured or manufactured, as the case may be,) and of all the charges thereon; and that the said invoice contains no discounts, bounties, or drawbacks but such as have been actually allowed.

(Signed) A B.

Sworn to and subscribed before me at ——, the —— day of ——, A. D. 18—, and of the independence of the United States of America the ——.

[NOTE.—In all cases where the foregoing oaths are not taken before the United States consul, but before some public officer duly author-

America under the reciprocity treaty of 5th of June, 1855, are not uniform in character, the following forms are prescribed for your future government.

JAMES GUTHRIE,
Secretary of the Treasury.

—

Foreign owner's oath, where goods have been actually purchased, to be taken before a consul, vice consul, commercial agent, or consul of a friendly power.

I, A B, do solemnly and truly swear, that the goods, wares, or merchandise described in the invoice now produced, and hereunto annexed, were actually purchased for my account, or for account of myself and partners in the said purchase; and that said invoice contains a true and faithful account of the actual cost thereof, and of all charges thereon; and that no discounts, bounties, or drawbacks are contained in the said invoice, but such as have been actually allowed on the same; and that said goods are the growth or product of the province of ————.

(Signed) A B.

Sworn to and subscribed before me, at ———, the —— day of ——, A. D. 18—, and of the independence of the United States of America the ——; and I further state that I have no doubt as to the correctness of the statement of the party in relation to the origin of the goods.

Foreign owner's oath, when goods have been actually purchased, to be taken before two respectable merchants, where there is neither a consul, vice consul, commercial agent of the United States, nor a consul of a friendly power.

I, A B, do solemnly and truly swear, that the goods described in the invoice now produced, and hereunto annexed, were actually purchased for my account, or for account of myself and partners in the said purchase; and that said invoice contains a true and faithful account of the actual cost thereof, and of all charges thereon; and that no discounts, bounties, or drawbacks are contained in the said invoice, but such as have been actually allowed on the same; and that said goods are the growth or product of the province of ————.

(Signed) A B.

Sworn to and subscribed before us, residents at ———, in the province of ———, the —— day of ——, A. D. 18—; and we further state that we have no doubt as to the correctness of the statement of the party in relation to the origin of the goods.

(Signed) A B.
C D.

3d and 4th classes, according to the description thereof in Warehouse Regulations No. 54, of July 2, 1855.

You will state, in connexion with each warehouse, the date of the department's letters authorizing the same and approving the bonds.

You will state the name of the proprietor of each private warehouse, whether it be store, cellar or yard, and the names of the obligors to his bond, and the date thereof.

Upon the discontinuance of any private warehouse, you will be careful to advise the department immediately of such discontinuance.

Very respectfully, your obedient servant,

JAMES GUTHRIE,
Secretary of the Treasury.

GENERAL REGULATIONS—No. 62.

Under the fifty-second section of the general collection act of March 2, 1799, and for other purposes.

TREASURY DEPARTMENT, *November* 1, 1855.

The following regulations are prescribed for the government of collectors and other officers of the customs:

ABATEMENT OF DUTIES FOR DAMAGE DURING THE VOYAGE OF IMPORTATION.

I. In pursuance of the 52d section of the general collection act of March 2, 1799, no abatement of duties on merchandise on account of damage occurring during the voyage of importation, can be allowed, unless proof to ascertain such damage shall be lodged in the custom-house within ten working days after the landing of such merchandise.

II. The term "during the voyage" means after the vessel has started from the foreign port of exportation, and during the voyage to, and before her arrival at, her port of destination in the United States.

III. The proof of damage required to be lodged with the collector, within ten days after landing, will consist of the claim of the owner or importer for allowance, in writing, subscribed and sworn to by him, specifying by marks and numbers, the particular articles or packages which are alleged to be damaged, verified by some competent and disinterested person, under oath, who has examined the same; and the official examination and appraisement must be confined to the articles and packages so specified, and proved to have received damage during the voyage, except in the case of the discovery of damage in the appraisers' department, as hereinafter prescribed.

The forms of application, oath of applicant and sworn statement of witness, shall be as follows, viz:

APPLICATION.

To the Collector of Customs:

SIR: An order to ascertain and estimate the damage on ——— imported by ——— ———, in the ———, whereof ——— is master, from ———, is respectfully requested.

NEW YORK, ——— 18 .

VI. The collector is authorized in any case to require the general appraiser (if there be one in the district) to superintend and assist in the ascertaining of any damage on the voyage of importation, and who will certify the return in addition to that of the other examining officers.

VII. All dry goods, fancy articles, hardware, cutlery, tobacco, segars, and manufactured articles generally, contained in packages, and all other articles, whenever practicable in the discretion of appraisers, must, for the purpose of ascertaining the damage sustained on the voyage of importation, be sent to the appraisers' store at the expense of the importer, and reasonable charges made by the collector for labor and storage; and in all cases where examination for damage is made at any other place, it shall be the duty of the importer or claimant for the abatement of duties by reason of damage on the voyage, to have the packages or goods properly arranged, assorted, opened, and exhibited, so that the appraisers may, with as little delay as possible, and in the clearest manner, inspect and ascertain the actual damage incurred.

VIII. In no case shall any damage be allowed beyond fifty per cent., nor exceeding the sum of two thousand dollars, (except perishable articles,) unless the merchandise shall have been personally examined by at least one principal appraiser, or an appraiser at large, (if there be one at the port;) nor until such proposed allowance shall be reported to the Secretary of the Treasury, and his sanction obtained thereto.

IX. No damage is to be allowed in any case except on merchandise on which damage is duly claimed, proved, and found by the examining officers, on actual inspection, to be a substantial and actual damage, and incurred during the voyage of importation; and if the articles be contained in a package the package must be opened and a strict examination made, in order that the extent of *actual damage* may be ascertained and fictitious or pretended damage detected.

X. No average allowance for damage is to be made; and damage on the voyage of importation is to be ascertained by reference to the value of the merchandise in the principal markets of the country whence imported, and not according to the home valuation. Auction or forced sales are not regarded as a fair criterion of damage.

XI. When the damage in any case can be removed and the article restored to a sound state, the expense of that process will be the proper measure of damage, and the allowance should not exceed that amount.

XII. The discharging officer shall keep a strict account and record of such articles as appear, on unlading the vessel, to be damaged, and shall make return of the same to the collector.

XIII. Whenever any merchandise undergoing examination in the appraisers' department is discovered to be in a damaged condition, it shall be the duty of the officers so discovering the same to notify the appraisers thereof, who will at once personally inspect the merchandise, and will report to the collector in regard to the damage having occurred during the voyage; and if the collector shall concur with them in the opinion that the damage did so occur, he will issue an

Abstract of damaged merchandise and allowances thereon in the district of —— for the month ending the ——.

Date of entry.	Name of vessel.	Name of master.	Where from.	Name of importer.	Description of merchandise.	Original value of merchandise.	Rate of duty chargeable.	Amount of duty on original value.	Rate per cent. for damage allowed on original value.	Amount of damage allowed on original value.	Amount of duty on allowance for damage.	Amount of duty received.	By whom allowance made.	Remarks.

Foreign built vessels wholly owned by citizens of the United States.

Inquiry is frequently made of this department, as to what documents can be issued, under the laws of the United States, to foreign built vessels purchased and wholly owned by citizens of the United States, whether purchased of belligerents or neutrals during a war to which the United States are not a party, or in peace, of foreign owners, the purchase, in either case, being in entire good faith.

Vessels so purchased and owned are entitled to the protection of the authorities and flag of the United States, as the property of American citizens, although no register, enrolment, license, or other marine document prescribed by the laws of the United States, can be lawfully issued to such vessels.

To enable, however, the owners of a vessel so circumstanced to protect their rights if molested or questioned, the collector of the customs, though forbidden by law to grant any marine document or certificate of ownership, may lawfully make record of the bill of sale in his office, authenticate its validity in form and substance, and deliver to the owner a certificate to that effect; certifying, also, that the owner is a citizen of the United States.

These facts, thus authenticated, if the transfer was in good faith, entitle the vessel to protection as the lawful property of a citizen of the United States; and the authentication of the bill of sale and of citizenship will be *prima facie* proof of such good faith.

In all cases, therefore, where the evidences of the purchase of a foreign vessel by a citizen of the United States, with a proof of citizenship and of the *bona fide* character of the purchase, shall be furnished to a collector of the customs, he will, if the proof be satisfactory, and purchase deemed fair, record the bill of sale in his office, and deliver to the party the original, with a certificate endorsed thereon in the following form, to wit:

I, —— ——, collector of the customs for the port of ———, in the State of ——, in the United States of America, do hereby certify, that the within bill of sale, bearing date of ———, of the ———, (here describe the vessel, her tonnage, denomination, &c.,) sold and trans-

ferred by —— ——, to —— ——, is, in form and substance, valid and effective in law, and has been duly recorded in my office; and that the said —— —— (naming the owners) are citizens of the United States.

As witness my hand and seal, this —— day ———, in the year of our Lord, 185 .

—— ——. [L. S.]

Before granting such certificate, the collector of the customs will require the tonnage of the vessel to be duly ascertained in pursuance of law, and insert the same in the description of the vessel in his certificate.

It will be distinctly understood, however, that vessels not registered, enrolled or licensed under the laws of the United States, wholly owned by citizens thereof, cannot legally import goods, wares or merchandise from foreign ports, and are subjected, in the coasting trade, to disabilities and exactions from which documented vessels of the United States are exempted.

On arrival from a foreign port such undocumented vessels, if laden with goods, wares or merchandise, will, with their cargoes, be subjected to forfeiture. If in ballast only, or with passengers, without cargo, they will be subject to a tonnage duty of one dollar per ton.

In the coastwise trade, such undocumented vessels, if laden with goods, wares and merchandise of the growth or manufacture of the United States only, (distilled spirits only excepted,) taken in within one district of the United States, to be discharged in another district within the same, or in ballast, will be subjected, at every port of the United States at which they may arrive, to payment of the fees prescribed by law in the case of vessels not belonging to citizens of the United States, and to a tonnage duty of one dollar per ton. But if they have on board any articles of foreign growth or manufacture, or distilled spirits, other than sea stores, such vessels, with their tackle, apparel, furniture and the lading found on board, will be forfeited. And the master or commander of any such vessel, bound from one district in the United States to another district within the same, must, in all cases, comply with the provisions of the 22d and 24th sections of the coasting act of February 18, 1793, in regard to reports, manifests, permits, entries and other requirements therein contained; and on neglect or refusal to comply with any of them, he will incur the penalties therein prescribed.

The provisions of that section apply to undocumented vessels passing from one *collection* district to another *collection district* within the United States; such vessels not being embraced within the provisions of the act of March 2, 1819, and the 11th section of the act of May 7, 1822, dividing the coast of the United States into certain great districts, for the better regulation of the coasting trade.

A separate record will be kept of these vessels, and in the tonnage returns to the department, they will be reported in a separate column, under the head of "foreign built vessels owned by citizens of the United States."

TONNAGE STATISTICS.

In order to obtain accurate statistics of the tonnage of the United States employed in the several branches of trade, collectors of customs at the several ports will, at least within three months before the close of each fiscal year, carefully revise the list of vessels purporting to be owned at their respective ports; and in cases where (the ship's papers not having been returned, or notice otherwise given) they have doubts whether the vessels have been lost or sold and documented elsewhere, they will make such inquiries of their owners, or otherwise, as will satisfy them of the fact. Information of loss will be reported promptly to the Register of the Treasury, who will give the proper instructions for the correction of the lists.

DATE OF EXPORTATION FROM FOREIGN PORTS.

Collectors of the customs will enforce the following regulation at their several ports on the entry of vessels from foreign ports, to wit:

The master or commander of each and every vessel arriving from a foreign port, should be requested to state, on entry of the same at the custom-house, at what date the vessel sailed from the foreign port of departure.

The statement of the master or commander so made, should be noted at once on the record or registry of the entries of vessels; and a copy or abstract thereof, exhibiting the name of the vessel, master, where from, and date of actual sailing from the foreign port, should be furnished to the appraisers on the day next succeeding that on which the vessel shall have been entered.

The appraisers, it is believed, will find such memoranda of great utility in ascertaining the exact date of exportation from the foreign port, especially where the papers accompanying the entry of merchandise, or produced on the call of the appraisers, are inconsistent, defective, or otherwise unsatisfactory.

Collectors are requested to acknowledge the receipt of this circular, and also to report whether they have all the circulars embraced in the present series, numbered from 1 to 62.

JAMES GUTHRIE,
Secretary of the Treasury.

Goods	£24,717,986
Yarn	6,613,006
Thread	266,793
	31,597,785

The average number of yarn spun in England is probably No. 60.

Cotton consumed in the United States, south and west of Virginia, not included in the estimate, supposed to be about 80,000 bales.

	Pounds.
Amount of cotton manufactured in the United States 600,000 bales; average weight per bale, 437 pounds	262,200,000
Deduct 12 per cent waste	31,464,00
	230,736,000

The value of one pound of cotton, when manufactured, will not vary much from 28 cents per pound.

Cottons of American manufacturers consumed in the United States, as stated above	$64,606,080
Deduct exported	5,857,181
	58,748,899

Foreign manufactures of cotton imported into the United States for the year ending June 30, 1855:

Imported.

Piece goods	$12,563,522	
Velvets	432,715	
Cords, gimps, and galloons	128,500	
Hosiery and artificial articles made in frames	2,055,595	
Twist, yarn, and thread	997,673	
Hatters' plush of silk and cotton	45,081	
Laces, trimmings, and braids	767,055	
Manufactures not specified	1,534,026	
Embroideries, (supposed,)	2,000,000	
		$20,524,167

Exported.

Piece goods	1,336,634	
Velvets	62,173	
Cords, gimps, and galloons	34,827	
Hosiery and articles made on frames	127,191	
Twist, yarn, and thread	38,460	
Hatters' plush of silk and cotton	1,635	
Cotton trimmings, laces, and braids	69,665	
Manufactures not specified	413,269	
Embroideries	54,986	
		2,138,840
For home consumption		18,385,327
American manufactured cotton, home consumption		58,748,899
Total home consumption for the year ending June 30, 1855		77,134,226

Thirty per cent. for duties and charges on $18,385,327 of imported cottons, amounting to $5,515,598, should be added to the amount of manufactured cottons imported and entered for consumption, making the actual cost $82,649,824.

Manufactures of American cottons exported in the year ending June 30, 1854:

Cotton piece goods, printed and colored	$1,136,493
Do.....do.....uncolored	3,927,148
Do..thread and yarn	49,315
Do..all manufactures of	422,560
	5,535,516

Manufactures of American cottons exported in the year ending June 30, 1855:

Cotton piece goods, printed and colored	$2,613,655
Do.....do.....white or other than duck	2,793,910
Do.....do.....duck	113,366
Do..all other manufactures of	336,250
	5,857,181

A correct estimate cannot be made of the amount of the various manufactures of cotton in the United States, no attempts having been made to collect information on that branch of manufacture. The production of prints is ascertained from the number of printing establishments, and their probable weekly productions. The average weight of prints is about six yards to the pound, 34 yards in each piece, 28 to 30 inches wide. Imported prints, 4¼ pounds to the piece of 28 to 29 yards, and 27 to 28 inches wide.

By the treasury report on commerce and navigation, for the year ending June 30, 1855, cotton goods imported into the United States for consumption, exclusive of duties, is - - - $18,385,327

Add to this the amount of American manufactures -	64,606,080
	82,991,407
Less amount exported, American manufacture -	5,857,181
Total home consumption - - - - - -	77,134,226

American manufacture of cottons, according to annexed statement, is $64,606,080. Cotton manufactures imported for consumption, of $18,385,327, exclusive of duties. The proportion of American manufactured cottons will be 64 millions, to 18 millions imported.

Within the last four years great improvements have been made in all the departments of the manufacture of cotton, and, no doubt, will continue to be made; and in a few years there will be manufactured in the United States a great proportion of the finer articles now imported. The statements of the manufactures of cotton in the United States are made from the best information that could be obtained.

There is a great difference in the dyeing materials used in dyeing madder or fast colors and the drugs used in the fancy or fugitive dyeing. Madder is not used in fancy dyeing, but mostly extracts from dye-woods, berries, barks and cochineal. Those drugs give a brilliant but not durable color.

LIST OF PRINT WORKS IN THE UNITED STATES.

List of print works in the United States and the number of pieces per week by each.

Name of works.	Pieces per week.	Place.
Cochico	8,000	Dover, New Hampshire.
Manchester	8,500	Manchester, Massachusetts.
North Adams	2,000	North Adams....do.
Merrimac	12,000	Lowell.....do.
Hamilton	9,000	Lowell.....do.
Pacific	12,000	Lawrence.....do.
Hamilton	8,000	Southbridge.....do.
American	8,000	Fall River.....do.
Globe	9,000	Fall River.....do.
A. Robeson	3,000	Fall River.....do.
J. Dunnell	11,000	Rehoboth.....do.
P. Allen & Sons	12,000	Providence, Rhode Island.
A. & W. Sprague	11,000	Cranston.....do.
G. W. Richmond	7,500	Providence.....do.
Schroeder	5,000	Smithfield.....do.
Compton	4,000	Warwick.....do.
S. S. Greene	3,500	Warwick.....do.
East Greenwich	2,500	East Greenwich..do.
Wm. Larcher	2,000	Johnston.....do.
Gardiner & Co	15,000	Wassinger's Creek, New York.
R. Rennie	5,500	Lodi, New Jersey.
Belville	8,000	Belville..do.
Trenton	4,000	Trenton .do.
D. & G. Brown	6,000	Gloucester Point.
Briggs & Co	8,000	Philadelphia, Pennsylvania.
J. B. Wilbur	4,000	Pennyrack.....do.
Hunter	6,000	West Philadelphia.do.
Chesnut Hill	3,000	Chesnut Hill.....do.
Total	197,500	Average, 34 yards per piece when finished, equal to 6,715,000 yards per week of printed and dyed goods, at 50 weeks per year, equal to 335,750,000 yards; average price, 7½ cents per yard, equal to $25,181,250; of this amount $2,613,655 was exported, including de laines, which are part cotton. The average number of cotton yarns spun in the United States is 30 to 32, usually termed low numbers.

A semi-annual statement of drugs used in a printing establishment, from October 20, 1854, to April 20, 1855. This statement is made to give some information respecting the use of American manufactured drugs, and to show that those drugs made in the United States far exceed the amount imported. Those drugs marked A are American manufactures. The price is the average price for six months.

Average for 26 weeks, 11,402,402 yards. 335,364 pieces, average 34 yards each piece. 12,898 pieces per week.

Semi-annual statement of drugs used at a madder (or fast color) print works, printing 12,000 pieces per week.

Articles.	Pounds.	Gallons.	Cost.
Alum, lump.....A.	3,600	.....	$0 2.33
ground.....A.	43,750	.....	2.33
Arsenic	2,071	.....	3
Acetic acid.....A.	5,471	.....	8.32
Bleaching powders.....A.	14,201	.....	3.66
Brazil wood.....A.	60	.....	2.50
Copperas.....A.	920	.....	1.37
Catechue	18,150	.....	5.64
Fustic, ground	50	.....	2
Gum Senegal powders.....A.	27,456	.....	9.52

Semi-annual statement of drugs—Continued.

Articles.	Pounds.	Gallons.	Cost.
Gum, substitute.....A.	522	.....	$0 8
British.....A.	6,054	.....	12.13
Arabic.....A.	2,322	.....	10
Barbary and gum Senegal.....	30,307	.....	10
Hatchwood.....	300	.....	2
Indigo.....	911	.....	1 26
Lime, acetate of.....A.	3,834	.....	5
Lime.....A.	461 casks.	.....	1 60
Lime juice, concentrated.....	.....	336	1 39
Liquors, logwood.....	1,436	.....	2.50
hypemic.....	.....	100	50
Sapan.....	.....	750	50
Lead, nitrate of.....A.	6,532	.....	11
white, sugar of.....A.	23,897	.....	10.61
brown, sugar of.....A.	7,462	.....	9.63
Logwood, ground.....	380	.....	1.73
Madder, French.....	624,193	.....	10.65
Dutch.....	144,752	.....	10.05
Muriatic acid.....A.	263	.....	3
Nitric acid.....A.	12,147	.....	8.50
Nutgalls.....	9	.....	27
Pyroligneous acid.....A.	.....	11,947	7.56
Oil, palm.....	40,932	.....	9.60
sperm.....A.	.....	835	1 81
whale.....A.	.....	593	66.22
of vitriol.....A.	153,821	.....	2
Orpiment.....	759	.....	18
Potash, bichromate of.....A.	15,970	.....	14.59
chlorate of.....	6,821	.....	35.93
super sulphate of.....	200	.....	10
Potash.....A.	1,055	.....	7.75
Quercitron bark, ground.....A.	12,764	.....	1.63
Quercitron extract.....A.	257	.....	13
Rubicine.....	1,076	.....	35
Saltpetre.....	1,300	.....	7.59
Sal-ammoniac.....	6,252	.....	9.41
Sal-soda.....	14,226	.....	2.03
Soap.....A.	27,532	.....	4.48
Soda ash.....	111,771	.....	2.40
Starch, wheat.....A.	41,518	.....	8.57
potato .....A.	50,688	.....	6.65
Sumac.....	27,520	.....	4.83
Salts, Glauber's.....A.	68,891	.....	1.08
Tin crystals.....A.	4,969	.....	23.04
Sulphate of copper.....A.	1,260	.....	11.66
Turpentine.....A.	.....	44	57.27
Vinegar, (whiskey).....A.	.....	11,017	13.90
Whiting.....	61,800	.....	.95
Rosin.....A.	108 barrels.	.....	2 41
Flour.....A.	136 barrels.	.....	11 86

IRON.

Iron for the year ending June 30, 1855, *thirty per cent.*

IMPORTED.

Bar iron.....	$5,938,732	
Rod iron.....	352,236	
Hoop iron.....	428,300	
Sheet iron.....	1,009,138	
Pig iron.....	1,979,463	
Old and scrap iron.....	249,172	
Railroad iron.....	4,993,900	
		$14,950,941

EXPORTED.

Bar iron	$117,894	
Rod iron	12,629	
Hoop iron	14,822	
Sheet iron	9,907	
Pig iron	9,910	
Old and scrap iron	3,445	
Railroad iron	150,100	
		$318,707
		14,632,234

Manufactures of iron and iron and steel.

IMPORTED.

Muskets and rifles	28,797	
Fire-arms, not specified	659,650	
Side arms	5,701	
Needles	211,604	
Cutlery	1,822,191	
Other manufactures and wares, not specified	4,369,232	
Cap, or bonnet wire	5,936	
Nails, spikes, tacks, &c	109,670	
Chain cables	633,674	
Mill saws, cross cut, and pit saws	28,761	
Anchors, and parts thereof	87,076	
Anvils, and parts thereof	67,495	
		8,029,787

EXPORTED.

Muskets and rifles	10,406	
Fire-arms, not specified	17,030	
Side-arms	1,659	
Needles, $11,805; cutlery, $224,101	235,906	
Other manufactures and wares, not specified	875,012	
Cap, or bonnet wire	8,509	
Nails, tacks, spikes, &c	47,573	
Chain cables	34,375	
Mill saws, cross-cut, and pit saws	8,069	
Anchors, and parts thereof	4,786	
Anvils, and parts thereof	3,491	
		1,246,816
		6,782,971

STEEL.

IMPORTED.

Cast, shear, and German	1,737,406	
All other	855,731	
		2,593,137

EXPORTED.

Cast, shear, and German	26,783	
All other	36,285	
		63,068
		2,530,069

American iron and manufactures of American iron.

EXPORTED.

Pig iron	23,060
Bar iron	10,189
Nails	255,188
Castings	306,439
All other manufactures of iron	3,158,596
	3,753,472

Iron imported, in part only manufactured, including railroad iron, $4,843,800..	$14,632,234
Steel not manufactured	2,530,069
	17,162,303
Manufactures of iron and steel	6,782,971
For home consumption	23,945,274

The amount of wood screws made in the United States is estimated at one million of dollars, viz:

In Providence, two companies $400,000 each	$800,000
In other parts of New England and New York	200,000

Referring to a letter of Dr. Samuel B. Toby, annexed, dated November 20, 1855:

No correct information can be obtained respecting the consumption of iron in the United States, and of the various manufactures of that article. By the Treasury Report on Commerce and Navigation, there was imported into the United States for the year ending June 30, 1855, for the consumption of the country, the amount of $23,945,274, composed in part of iron and steel manufactured, and a part in iron and steel in sheets, bars, and unmanufactured.

In bars, sheets, pigs, and railroad iron	$17,162,303
Deduct railroad iron	4,843,800
	12,318,503
Deduct manufactures of iron and steel	6,782,971
Remains for the use of the various manufacturers of iron and steel in the United States	5,535,532
Export of American manufactures of iron and steel	$3,753,472

That the amount of the various manufactures of iron and steel in the United States must very far exceed the amount imported, not only in the unmanufactured but in the manufactured article, there can be no doubt; and that the American manufactures of iron every year are taking the place of imported articles. There is no statement of the amount of wood screws imported in 1855. In the report for 1854, the amount is stated at $8,717; probably for the year 1855 much less. There are two manufactories of screws in this place, where are made, every year, fifty times that amount in screws. One of the establishments now make as many wood screws as was imported into the United States when they began the business twelve years since. A great part of the iron from which the small screws are made is imported iron. A very respectable hardware concern in this city, who have been, father and sons, importers of hardware for more than fifty years, have addressed to me a letter giving some general information on that branch of business. A copy of that letter I enclose to you.

Memorandum of articles used in manufacturing.

Duty per ct.	Names of articles.	Imported.	Exported.	Consump'n of U. S.
20	Acetate of lead, (sugar of lead,) ....A.	.....	.....	.....
20	Acetous acid, &c....A.	$88,764	$660	$88,104
10	Ammonia....A.	.....	.....	.....
10	Annatto, or rocou	.....	.....	.....
20	Aquafortis ....A.	.....	.....	.....
20	Alum....A.	4,532	112	4,420
15	Arsenic	.....	.....	.....
20	Asphaltes ....A	.....	.....	.....
20	Antimony	.....	.....	.....
5	Argols	.....	.....	.....
5	Alcornoque, (alkanite, or anchusa,)	.....	.....	.....
20	Barks, of various kinds....A.	415,048	11,364	403,684
10	Barilla....A.	32,313	2,345	29,968
20	Barytes	42,467	.....	.....
20	Berries, juniper ....A.	.....	.....	.....

Memorandum of articles used in manufacturing—Continued.

Duty per ct.	Names of articles.	Imported.	Exported.	Consump'n of U. S.
20	Bichromate of potash ..... A.	.....	.....	.....
20	Prussian blue ..... A.	Some made	in the Unit	ed States.
20	Blue vitriol, or sulphate of copper ..... A.	$14,375	$1,764	$12,611
25	Borax	121,853	3,718	118,135
20	Bronze, powder and liquor	.....	.....	.....
15	Brimstone, crude in bulk	204,123	18,836	185,287
20	Citric acid. (See acids, &c., above.)	.....	.....	.....
20	Carbonate of soda	.....	.....	.....
10	Chloride of lime, or bleaching powders ..... A.	241,646	452	241,194
20	Chromate of potash ..... A.	.....	.....	.....
20	Chrome yellow ..... A.	.....	.....	.....
20	Cobalt, or ultramarine blue	.....	.....	.....
10	Cochineal	294,419	12,073	282,346
20	Cream tartar	.....	.....	.....
10	Caoutchouc, or India rubber	1,703,861	228,773	1,475,088
20	Chromate of lead ..... A.	.....	.....	.....
5	Dyewoods, of all kinds, in stick	792,947	778,056	14,891
5	Dying berries, nuts, and vegetables, used in dying.	.....	.....	.....
10	East India gum. (See gums, &c.)	.....	.....	.....
20	Extracts and decoctions of logwood, and other dyewoods not otherwise provided for	Nearly all are made	the extracts of wood in the United States.	
20	Fish glue, or isinglass ..... A.	.....	.....	.....
20	Glauber salts ..... A.	.....	.....	.....
20	Glue ..... A.	13,209	688	12,521
20	Gum copal (See gums, &c., below.)	.....	.....	.....
10	Gum barbary ..... do	.....	.....	.....
10	Gum tragacanth ..... do	.....	.....	.....
10	Gum jedda ..... do	.....	.....	.....
10	Gum substitute, or burnt starch. (See gums, &c., below.) ..... A.	.....	.....	.....
10	Gum lac. (See gums, &c., below.)	.....	.....	.....
10	Gum Arabic and Senegal, &c.	226,206	13,403	212,803
	Other gums	486,891	89,921	396,970
20	Hydriodate of potash	.....	.....	.....
10	Indigo	.....	.....	.....
20	Ivory and bone black ..... A.	.....	.....	.....
5	Kermes, or oak-gall nuts	.....	.....	.....
10	Lemon, or lime juice	.....	.....	.....
10	Lemon concentrated	.....	.....	.....
5	Lac dye	.....	.....	.....
20	Lac spirits	.....	.....	.....
20	Lac sulphur	.....	.....	.....
20	Litharge ..... A.	12,051	608	11,443
20	Lampblack ..... A.	.....	.....	.....
5	Logwood	.....	.....	.....
30	Lead ..... A.	Part in the	United St	ates.
20	Muriatic acid. (See acids, &c.) ..... A.	.....	.....	.....
5	Madder and madder roots, (were formerly raised to a considerable extent in Kentucky)	851,979	2,800	849,179
20	Manganese ..... A.	.....	.....	.....
5	Mercury or quicksilver ..... A.	26,983	80,266	.....
20	Mastic	.....	.....	.....
20	Nitric acid ..... A.	.....	.....	.....
10	Nitrate of potash ..... A.	.....	.....	.....
20	Nitrate of lead ..... A.	.....	.....	.....
10	Natron	.....	.....	.....
5	Nutgalls	.....	.....	.....
20	Oxalic acid ..... A.	.....	.....	.....
30	Ochre ..... A.	.....	.....	.....
30	Olive oil	404,800	55,030	349,770
20	Ochelle	.....	.....	.....
10	Palm oil and cocoa	295,211	21,225	273,986
20	Paris white or whiting	.....	.....	.....

Memorandum of articles used in manufacturing—Continued.

Duty per ct.	Names of articles.	Imported.	Exported.	Consump'n of U. S.
20	Prussiate of potash ..... A.	.....	.....	.....
20	Pyroligneous, or wood acid ..... A.	.....	.....	.....
20	Pyrolignate of lead ..... A.	.....	.....	.....
5	Persian berries	.....	.....	.....
10	Saltpetre, or nitre refined	$7,573	$140,447	.....
5	Saltpetre, crude	1,066,204	118,537	$947,667
10	Sal-ammonia	.....	.....	.....
20	Sal-soda	31,014	1,185	29,129
5	Seed lac	.....	.....	.....
20	Sugar of lead ..... A.	36,578	.....	.....
20	Sulphur, flour of, and brimstone	213,223	19,836	193,387
20	Sulphuric acid, or oil of vitriol ..... A.	170	.....	.....
5	Sumac ..... (A in part).	.....	.....	.....
20	Tartaric acid	.....	.....	.....
5	Tartar, crude	.....	.....	.....
10	Terra Japonica, or gum catachea	.....	.....	.....
20	Teazels ..... A.	.....	.....	.....
20	Fish oil ..... A.	36,650	.....	.....
	Tin	.....	.....	.....
20	Verdigris	.....	.....	.....
20	White vitriol, or Sulphate of zinc ..... A.	.....	.....	.....
10	Woad or pastel ..... A.	220	.....	220
	Zinc, or spelter	462,839	20,909	441,930

Some of the blanks for imports and exports are not filled up. The amount is not stated in the report of the Treasury Department, but placed in the list of articles not specified.

LEAD.

Imported—Pig, bar, sheet, and old		$2,556,523
Exported—Pig, bar, sheet, and old		90,638
		2,465,885
Manufactures of lead—		
Imported—Shot		5,995
Pipes		2,671
Manufactures not specified		974
		9,640

WHITE AND RED LEAD.

Imported, pounds	2,319,099	134,885
Exported, pounds	385,126	29,994
	1,933,973	104,891

PEWTER.

Imported—Old	10,300
Manufactures not specified	1,101
	11,401

Imported, pounds	BAR OF LEAD.	480,807	36,578

LITHARGE.

Imported, pounds	243,618	$12,051
Exported, pounds	4,899	608
	238,719	11,443
American manufactures of lead—		
Exported		14,298
Pewter and lead		5,223
		19,521
Lead unmanufactured—imported for consumption		2,465,885
Lead manufactured—imported for home consumption—		
White and red lead		104,891
Manufactured lead		9,640
Old pewter		11,401
Sugar of lead		36,578
Litharge		11,443
		173,953

I have received from some of the most extensive dealers in paints a memorandum of paints sold in this place—that statement is annexed:

Whiting, 500 tons; yellow ochre, 100 tons; red and white lead, 1,000 tons; litharge, 300 tons (of this article a large amount is used in the manufacture of India rubber.

A great proportion of the lead used in this country was formerly mined in the United States. The production is now much diminished—at the same time the use of lead is increased. The amount imported for consumption is mostly in an unmanufactured state. There is no statement of lead mined in the United States. It must, however, at this time, be considerable. The amount of American manufactures of lead must far exceed the imported manufactures, the imported manufactures of lead and pewter being only $173,953. The white and brown sugar of lead manufactured and used in the United States will amount probably to more than all the manufactures of lead imported. The amount of red and white lead paint only must be very large, as it is used for nearly all the painting done in the cities and towns in the United States.

TIN.

Imported—Tin in pigs and bars	$699,720	
plates and sheets	3,390,114	
foil	20,320	
manufactures not specified	32,260	
		$4,142,414
Exported—Tin in pigs and bars	237	
plates and sheets	28,969	
manufactures not specified	5,686	34,892
		4,107,522
American manufactures of tin, exported		14,279
Pewter and lead		5,233
		19,512

No mines of tin are at present worked in the United States; if there are any mines of tin, the production is small and not known in the market, to any extent, as American tin.

GUNPOWDER AND PINS.

Gunpowder for the year ending June 30, 1855, 20 per cent:	
Imported	$5,307
Exported	1,118
	4,189
American manufactured gunpowder, exported	356,051

The manufacture of gunpowder may be considered to have entirely the American market.

Pins for the year ending June 30, 1855, 30 per cent.:

Imported—Pins in packs or otherwise	$33,415
Exported—Pins in packs or otherwise	3,717
	29,698

Quantity of pins made in the United States:

Total number of packs	776,000
Total amount	425,000
Total number of pins made per annum	2,607,360,000

Pins have the American market.—(See letter of John and Hugh Auchincloss, annexed.)

QUICKSILVER.

Quicksilver for the years 1850 to year ending June 30, 1855, inclusive—foreign 20 per cent

Years.	Imported.	Exported.	Excess of imports over exports.	Excess of exports over imports.
1850	$81,572	$2,222	$79,350	.....
1851	62,767	none.	62,767	.....
1852	93,028	73	92,955	.....
1853	17,459	32,543	.....	$15,084
1854	114	59,137	.....	59,023
1855	26,983	80,266	.....	53,283
	281,923	174,241	235,072	127,390
	174,241			
Home use.	107,682			

Quicksilver of American production:

Exported year ending June 30, 1854	$94,335
Imported....do.....do...1855	806,119

Quicksilver may be said to have entirely the American market.

LEATHER.

IMPORTED.

Leather and manufactures of leather.

Tanned, bend, sole and upper	$1,252,369
Skins tanned and dressed	436,031
Skivers	68,496
Boots and shoes	90,813
Gloves for men, women, and children	986,225
Manufactures of leather not specified	235,926
	3,069,860

EXPORTED.

Tanned, bend, sole, and upper	$29,915	
Skins tanned and dressed	6,153	
Skivers	45,447	
Boots and shoes	21,135	
Gloves for men, women, and children	23,388	
Manufactures of, not specified	12,662	
		138,700
		2,931,160

Raw hides and skins.

Imported	$8,048,015	
Exported	304,088	
		$7,743,927

American manufactures of leather exported.

Leather	288,867	
Saddlery	61,886	
Trunks and valises	35,202	
Boots and shoes	763,539	
Morocco and leather not sold by the pound	36,045	
	1,185,539	

SADDLERY.

IMPORTED.

Common tinned or japanned	116,184	
Plated, brass, or polished steel	221,355	
		337,539

EXPORTED.

Common, tinned, or japanned	2,241	
Plated, brass, or polished steel	576	
		2,817
		334,722

The manufacture of leather in the United States is of great importance. The amount imported is but a small proportion of the amount consumed. The article of shoes only, for example, is very large. The present population of the United States is about twenty-four millions, allow to each person two dollars for shoes, there will be an expenditure in that article of $48,000,000 against $3,265,883 of all descriptions of imported manufactures of leather, and of $7,743,927 of hides and skins imported. The total manufactures of leather will not be less than $90,000,000.

On page 679 will be found a letter from Messrs. Waterston, Deane & Co., of Boston, referring to the manufactures of boots and shoes.

HEMP.

IMPORTED.

Hemp, unmanufactured Russia	$112,763	
Manilla, sun, and other hemp of India, &c	2,045,653	
Jute, Sisal grass, coir, &c	295,162	
Codilla, or tow of hemp or flax	19,503	
		$2,473,081

EXPORTED.

Raw hemp, unmanufactured	57,305	
Manilla, sun, and other hemp	198,136	
Jute, Sisal grass, coir, &c	81,265	
		336,706
		2,136,375

Manufactures of hemp.

IMPORTED.

Ticklenburgs, osnaburgs, and burlaps	52,184	
Articles not specified	185,826	
Sail duck, Russia, Holland, and ravens	11,828	
Cotton bagging	16,991	
Cordage tarred and cables	134,486	
Cordage untarred	52,638	
Twine and seines	55,704	
		509,657

Total imported, brought forward		$509,657

EXPORTED.

Ticklenburgs, osnaburgs, and burlaps	$4,407	
Articles not specified	6,797	
Sail duck, Russia, Holland and ravens	12,514	
Cotton bagging	3,518	
Cordage, tarred cables	9,992	
Cordage untarred	55,295	
Twine and seines	12,644	
		105,167
		404,490
		2,136,375
Total home use		2,540,865

American manufactured hemp.

EXPORTED.

Cotton and thread	2,506
Rags and other manufactures of	34,002
	36,508

There are no reliable statements published respecting the manufactures of hemp in this country. A small amount only is raised in the Atlantic States. It is cultivated extensively in the western and the northwestern States. The amount of cordage and duck used by American ships must be many times greater than all the hemp and manufactures of hemp imported. About three millions of tons of sea-going vessels in the United States require an immense amount of cordage and duck for their annual supply. There can be no doubt that the manufactures of American hemp and from imported hemp very far exceed in amount the same description of articles imported. A considerable quantity of cotton duck and cordage is made from cotton, and found to be very durable.

ZINC.

IMPORTED.

In pigs	$19,846	
In sheets	404,081	
In nails	3,797	
In spelter	35,115	
		$462,839

EXPORTED.

In pigs	1,365	
In sheets	2,196	
In spelter	17,348	
		20,909
		441,930

Zinc is not produced in any large quantities in any mines of the United States except in New Jersey, where it is made into a fine white paint. It is mixed with copper, in small quantities, for making brass. The American zinc, used in paints and other manufactures, will not probably exceed the amount of the manufactured zinc imported.

FLAX.—*Duty* 15 *per cent.*—*Year ending June* 30, 1855.

IMPORTED.

Flax unmanufactured, (no exports)	$286,809

Manufactured flax.

IMPORTED.

Linens bleached or unbleached	$7,552,865	
Hosiery and articles made on frames	1,409	
Articles not specified	1,062,891	
		8,617,165

EXPORTED.

Linens bleached or unbleached	$215,602	
Hosiery and articles made on frames	8,700	
Articles not specified	54,548	
		$278,850
		8,338,315

A great proportion of all manufactures of flax consumed in the United States is imported. A small amount of flax is raised in the northern and southern States. In the northwestern States a considerable quantity of flax is cultivated. There are not many flax mills for spinning flax in the United States; within two years some mills have been built. It is not probable there will be any extensive manufactures of flax in this country, with a duty on the unmanufactured flax of 15 per cent., and 20 per cent. on the manufactured flax. Five per cent. on flax, and ten per cent. on linens will make it an object to build flax mills and make a market for flax. The present situation of flax spinning is very similar to the manufacture of woollens. I have received a letter from one of the owners of a large flax mill about twenty miles from this city; I send a copy for your use. The company I refer to have erected establishments for rotting flax in some of the States; to these establishments the flax is taken and sold to the agents, who prepare it for market by a process now extensively used in Ireland and other places in Europe.

JEWELRY.—*Duty* 30 *per cent.*—*For the year ending June* 30, 1855.

IMPORTED.

Epaulets, wings, laces, galloons, tresses, tassels, &c.	$35,115	
Gold and silver leaf	13,170	
Jewelry, real or imitations of	492,359	
Gems, set	4,320	
Gems, otherwise	155,360	
Manufactures of, not specified	63,129	
Glaziers' diamonds	1,223	
Silver or plated wire	7,860	
Plated or gilt wire	196,551	
Silver plated metal	5,033	
		$974,120

EXPORTED.

Gold and silver leaf	1,350	
Jewelry, real or imitations of	153,578	
Gems, otherwise than set	6,000	
Manufactures of, not specified	5,491	
Plated or gilt ware	16,898	
Silver plated ware	8,043	
		191,360
		782,760

American manufactures of jewelry, &c., exported.

Jewelry, real and mock	17,863
Other manufactures of gold and silver and gold leaf	9,051
	26,914

I have seen several jewellers respecting the manufactures of jewelry, and have received from them a letter on that manufacture. I have no doubt the manufactures of jewelry may be said to have the home market. A small part only of the jewelry manufactured in this country is made within thirty miles of this city. In Boston, New York, Philadelphia and Baltimore, large amounts of jewelry and plate are manufactured. The small amount as entered in the report of the treasury exported this year, compared to the last year, may arise from the exports not passing the custom-house of the United States. Nearly all the silver plate used in the United States is manufactured in this country. (See letter annexed.)

Estimated value of the jewelry manufactured within thirty miles of Providence $2,500,000, annually.

COPPER.

IMPORTED.

In pigs, bars, and old	$2,227,457	
Ore	889,007	
		$3,116,464

EXPORTED.

Ore	43,009	
Pigs, bars and old	913,062	
		956,071
		2,160,393

Manufactured copper.

IMPORTED.

Copper in plates, suitable for sheathing	740,223	
Copper wire	854	
Sheathing metal	903,618	
Braziers' copper	3,947	
Copper bottoms	4,536	
Manufactures of, not specified	154,013	
Rods and bolts	640	
Nails and spikes	1,686	
		1,809,517

EXPORTED.

Copper in plates, suitable for sheathing	30,735	
Sheathing metal	93,901	
Braziers' copper	150	
Manufactures not specified	9,042	
Nails and spikes	1,355	
		135,183
		1,674,334
		2,160,393
Total home use		3,834,727
American manufactured copper, exported		690,766

BRASS.

IMPORTS.

In pigs, bars, and old	20,019

EXPORTS.

In pigs, bars, and old	5
	20,014

BRASS AND COPPER.

Manufactured brass.

IMPORTS.

Brass wire	$9,733	
Manufactures not specified	228,918	
		$238,651

EXPORTS.

Brass wire	3,260	
Sheet and rolled	4,221	
Manufactures not specified	33,536	
		41,017
		197,634

No statistical account of copper mined in the United States has been published—the amount must be very large for the past year. The manufactures produced from the copper imported, and from the copper mined in the United States, will be more in amount than the manufactures of copper imported in the year 1855. The value of articles made from copper will not be less than 15 cents per lb. advance on the cost of the copper. Brass must be included in the estimate, as it is the compound of zinc and copper.

CLOCKS AND WATCHES.

Imported—Clocks	$69,258	
Chronometers	12,405	
Watches and parts of	3,651,187	
		$3,732,850
Exported—Clocks	6,281	
Watches and parts of	76,869	
		83,150
Home consumption		3,649,700

Nearly all the clocks and watches are imported in parts and put together in this country. Nearly all the gold and silver watch cases are made in the United States.

HATS, CAPS, AND BONNETS.

Imported—Hats and bonnets of silk	$110,586	
Hats, caps, bonnets of leghorn, straw, &c.	1,990,195	
		$2,100,781
Exported—Hats and bonnets of silk	30,076	
Hats, caps, and bonnets of leghorn, straw, &c.	98,145	
		118,221
Home use		1,982,560

American manufactures of hats, &c.

Exported—Hats of fur and silk	140,692
Hats of palm leaf	37,222
	177,914

The sum of $1,982,560 appears to have been taken from foreigners for consumption. As large as this amount may appear, it is but small in proportion to the annual amount consumed. If we allow only one dollar per year for hats to each male person of the United States, we have at least twelve millions of dollars. Of the amount consumed by twelve millions of females, it will be very difficult to form any estimate. The American manufactured hats, caps, and bonnets must be at least ten times the amount imported.

WOOLLENS.

IMPORTED WOOLLENS.

Piece goods, including wool and cotton	$9,144,861	
Shawls of wool, wool and cotton, &c., &c.	2,240,104	
Blankets	1,170,642	
Hosiery and articles on frames	1,083,957	
Worsted piece goods, including cotton and worsted	8,590,506	
Woollen and worsted yarn	160,599	
Manufactures not specified	274,514	
Flannels	134,811	
Baizes and bockings	97,578	
Carpeting of various kinds	1,327,707	
		$24,225,279
Embroideries of wool, cotton, silk, and linen	3,892,749	
Less for cotton, (supposed,)	2,000,000	
Supposed amount of woollens	1,892,749	
		1,892,749
		26,118,028

EXPORTED.

Piece goods, including wool and cotton	$992,777	
Shawls of wool, wool and cotton, &c.	228,159	
Blankets	54,204	
Hosiery and articles on frames	66,878	
Worsted piece goods, including cotton and worsted	415,622	
Woollen and worsted yarn	18,969	
Manufactures of, not specified	349,661	
Flannels	77,010	
Carpeting of various kinds	120,413	
		$2,323,693
Total for home consumption		23,794,335

American wool unmanufactured.

Exported	$27,802

On the manufacture of woollens but one remark can be made, that, under the present tariff, the manufacture of broadcloths will soon cease to be a manufacture of the United States. Annexed is a letter from Mr. Z. Allen, who was formerly one of the most experienced and extensive manufacturers of broadcloths in the United States. He sold his woollen machinery, and commenced manufacturing cotton goods, and is now, as he was in the woollen business, a very extensive and the best manufacturer of cottons in this country.

PROVIDENCE, *November* 8, 1855.

DEAR SIR: In reply to your request for information respecting the past and present condition of the woollen manufacture of the United States, I will state to you the knowledge I have gained from having been extensively engaged in the manufacture of broadcloth from the year 1821 to 1840. At the latter period I finally became discouraged by the fluctuations of the business, and brought it to a close by the sale of all the machinery at auction. Since then I have had no interest in the business, and, from my unpleasant recollections of it, feel somewhat disposed, like John Randolph, to "go forty rods out of my way to kick a sheep." My remarks will be briefly confined to the manufacture of wool, passing over the early labors of the distinguished men, who exerted themselves to import the improved breed of sheep from Spain, Saxony and France. In no branch of manufactures in the United States has there been so many vicissitudes, finally terminating in entire failure, as has occurred in the manufacture of the great staple article of wool. It was the earliest manufacture commenced after the first settlement of the colonies. To supply the raw material for the hand cards and spinning wheels, used in the cottages, a few sheep were deemed necessary for the comfortable clothing of the early settlers on almost every farm in the American colonies. In the progress of improvement, about the end of the last century, carding machines and fulling mills were deemed as necessary as grist mills to supply the wants of each village; and it was the pride of every industrious farmer's wife to ply the spinning wheel and loom for the domestic manufacture of woollen yarn for knitting, and the hand loom. When the supply of foreign broadcloth was cut off by the non-importation act, and subsequently by the war with Great Britain, the regular manufacture of wool in mills was systematically commenced. During the severe foreign competition, which ensued after the return of peace, necessity, "the mother of inventions," stimulated the New Englanders

to bring out the "condenser" for making woollen roving, and the broadcloth power loom. The first self-acting spinning machine ever made was put in operation in New England in the year 1813, for spinning woollen yarn. The rapid multiplication of machinery for the manufacture of wool having worked up the raw material faster than it was produced, the manufacturers were compelled to have recourse to foreign countries for their supply. The fabrics made from the imported wool were enhanced in cost to the domestic manufacturer, by the amount of duty assessed on the imported wool. The government imports left the competitors at home and abroad on an equality; also on the other raw materials used in the manufacture of broadcloth—such as olive oil, dye stuffs, fulling soap, &c. Thus the American manufacturer received no other advantage from the tariff of duties than that assessed on the mere cost of the labor on the foreign fabric. To stimulate the farmers to increase the growth of wool, and thus to render the country independent of foreign supply, the manufacturers in 1826 advocated an increase of duties on wool, as well as on cloths. It was calculated by them that in the course of a few years this raw material would be produced in sufficient quantity to render further importations of it unnecessary. This sanguine calculation of the manufacturers of woollens has proved a signal failure; for it was soon practically discovered that the increased price of fabrics of wool, resulting from the augmented duty on the raw material, induced excessive imports of cloths made of comparatively cheaper stock. The importations of broadcloth being then, as now, almost exclusively in the hands of foreigners, the payment of the duties was to a great extent evaded by frauds on the revenue. The consequence was, excessive importations of wool in the manufactured state at comparatively less rates of duty than in the raw state. These excessive importations of cloths produced an extraordinary depreciation of value, both of foreign and domestic fabrics, even below the cost of production. A temporary cessation of importations and manufacture of woollens ensued, causing also a cessation of demand for wool in the market of the United States. A corresponding depreciation followed in the value of wool below the cost of production. Disappointed in their most sanguine calculations, the farmers became discouraged. They slaughtered their lambs and sold out their flocks of sheep for the shambles, and even for the value of the tallow and felt. On the return of an improved demand for their woollen fabrics, the manufacturers ascertained that no progress had been made in supplying the market with wool from domestic sources; and they again found themselves reduced to the necessity of resorting to the importation of foreign wool to supply their mills. The price of domestic wool immediately advanced to the value of the cost of foreign wool, burdened with a high duty; and the price also of domestic cloths was correspondingly enhanced, speedily followed by an equal advance in the value of imported cloths. A superabundant supply was again imported, without a full payment of the revenue duties. This round of fluctuations recurred in every successive period of about three years, each time sustained by the failing manufacturers with enfeebled means; until the manufacture of broadcloth has become entirely extinct throughout our land. Yorkshire

some near Troy, New York, and others in the vicinity of Boston, at Braintree, Malden, &c., and constantly increasing. We have been endeavoring to stir up our countrymen at the west to the importance of preserving the fibre of that which has heretofore been raised for the seed, and now am happy to say a small beginning has been made in Ohio, at Dayton, Delaware and Painesville, and we hope ere long to be able to get our full supply in the United States. In these three establishments alone, I think about 5 tons per day may be realized the coming year, and which perhaps is not one-hundreth part of the fibre raised in that State alone. There are other establishments for rotting and preparing the flax, say at Cohoes Falls and around Troy, and which in quantity perhaps exceed those named in Ohio. I notice in Colton's Atlas statistics of product for 1850, as follows, and which has probably been much increased since that time, viz:

	Flax.		*Flaxseed.*	
Ohio - - -	446,932	pounds.	188,880	bushels.
New York - - -	940,577	"	57,963	"
New Jersey - - -	180,965	"	16,525	"
Pennsylvania - - -	530,307	"	41,728	"
Kentucky - - -	2,100,116	"	75,801	"
Virginia - - -	1,000,450	"	52,318	"

The discrepancy in the quantity of flax, in proportion to the quantity of seed, in the various States, Is uppose is owing to some of them feeling a greater interest than others in regard to the fibre. I have for a long time been satisfied that our country is capable of raising more flax than what is now raised in all the other nations of the earth, without in the least diminishing the other products, and that, too, at a cheaper rate than can be elsewhere produced; and that if our countrymen can but be made sensible of its importance, that it will, ere long, become an article of vast export, and immense revenue accrue to the country, very nearly equal to that which we now derive from the export of cotton. I regret the delay in replying to your note, but my time has been so much occupied that I could not find time to do it sooner. I also regret that I could not give you further statistics upon the subject, and which, should I hereafter be able to do it, will be a source of pleasure to me, as also on any other subject which may come in my way to communicate with you.

Very truly yours,

JEFFERSON BORDEN.

Hon. P. ALLEN.

Extract from letter.

NEW YORK, *November* 19, 1855.

DEAR SIR: In conversation with the president of the American Howe Pin Company, he gives the following information: There are four pin works in the United States, three of which are in Connecticut and one in New York. The amount of packs made in a year is

776,000; total amount in dollars is $425,000; and the total number of pins made per annum is 2,607,360,000 pins.

I am, respectfully, yours,

HUGH AUCHINCLOSS.

Hon. P. ALLEN.

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PROVIDENCE, *November* 20, 1855.

MY DEAR FRIEND: I have just seen the agent of the New England Screw Company, H. L. Kendall, esq., who is fully posted up as to the manufacture of wood screws in the United States, and he says the net sales last year amounted to $1,000,000. He believes this estimate to be very accurate.

Very respectfully, thy friend,

SAMUEL BOYD TOBEY.

Governor ALLEN.

BOSTON, *November* 14, 1855.

DEAR SIR: The writer has just seen our Secretary of State relative to the information you require. The returns comprising the census, and much statistical information concerning many branches of industry, and doubtless embracing all that would come under the head of your enquiries, are all received at the Secretary's office, and are now being arranged for printing. He hopes to have them (the reports) out before Congress gets fairly under way. We urged him to allow Mr. Bates, the Secretary of our Board of Trade, to look over his returns, in anticipation, in order that he might gather what facts you require, but he declined, saying it interfered with their plans, and was also against their rules. We have had no Industrial Report since 1845—you have probably seen that. The estimate of the amount of boots and shoes manufactured in the State then was about fifteen millions. One of our intelligent dealers has been making an estimate of the probable amount of boots and shoes *sold in Boston annually;* he puts it at $20,000,000, the lowest. He thinks about *one half* of this description of merchandize made in Massachusetts is sold in Boston. This would give $40,000,000 as the amount of goods manufactured in the State—a great many being sold by the manufacturers themselves direct to the merchants.

We have no means at present to obtain the information you require in a more reliable form, except to correspond with the various towns in the vicinity, which would doubtless consume more time than would take to get out Secretary's report, which will probably embrace all that information. Any further we can do for you please command us in it freely.

Very truly yours.
WATERSTON, DEANE & CO.

Hon. PHILIP ALLEN.

NOVEMBER 14, 1855.

From the best information that I can gather from among the jewellers, I should estimate the annual value of the manufactures of jewelry, silver, and plated ware, within a radius of thirty miles of Providence, at two and one-half millions of dollars.

Very respectfully,

JOHN GORHAM.

Governor ALLEN.

PROVIDENCE, *November* 1, 1855.

DEAR SIR: In a recent conversation, you desired us to state in writing what had been the effect of the increase of the manufacture of hardware in this country upon the importation of foreign hardware. As a general rule, every article which has been made in this country has superseded the foreign—we have a better article at reduced price; and although large importations are still made, the number of articles is almost daily diminishing. Twenty years since, if hardware was needed, the order was forwarded to England; now it is a matter of consideration whether each article wanted is made at home, or, if not manufactured here, whether it will not probably be in a short time, and the order is modified accordingly; and the time is not far distant when to give an order for foreign hardware will be a matter of much labor and study. There is an important advantage to the jobber in being able to furnish himself with a large assortment of goods in a very few days from the various manufactories of New England and the middle States, while an order for foreign hardware requires from four to six months to place the goods in store. Every week some new article of domestic manufacture is offered, which is either an improvement upon an old pattern or an entirely new thing; and it would be hardly possible to sell many articles which a few years ago were considered staple, even if they could be imported without delay, as those which have taken their place are so much better adapted to the wants of the consumer.

In house-trimming hardware very little, comparatively, is now foreign productions. Screws, butts, locks, latches, and almost all the articles required in this department, are made of better quality, and at less cost for the same quality, in our own workshops, than abroad. Table and pocket cutlery is now made here of superior quality; and it is only in the very high or very low cost that the foreign has any decided preference.

The introduction of many articles of hardware from Germany, being, in very many cases, exact copies of the English patterns, has altered in a considerable degree the course of importations from Europe, German goods being of equal quality and much less cost than the English.

These remarks apply particularly to New England, and with little force to the south and west, where vast quantities of foreign hardware are still used.

Very respectfully, yours,

P. GRINNELL & SONS.

Hon. PHILIP ALLEN.

BOSTON, *November* 20, 1855.

DEAR SIR: I saw Governor Gardner to-day and he informed me that he did not doubt the Secretary of State would give me the desired information, if in his power to do so. He saw one of the clerks (the Secretary being absent) and then advised me to go to his office, which I did and saw the deputy, who informed me that the returns were not all in yet. One came in while I was there, and all received were still in the original papers as they came in, and there was about five tons weight of them. In order to get the information you desire they would all have to be opened and the statistics you want selected, which would take a long time, and he says they have no authority to open them unless by an act of the legislature; therefore you will see it is impossible to get them for some time, and he has assured me I shall have it at the earliest possible moment, and I will then send it to you at Washington, if you so desire.

Yours, truly,

ANDREW H. WARD, JR.

Hon. PHILIP ALLEN, *Providence, Rhode Island.*

The above letter I received this morning in reply to a letter I had addressed to Mr. Ward, requesting him to call on Governor Gardner, with whom he was acquainted, and obtain for me the statistical information relative to the manufactures of leather in Massachusetts.

P. A.

No. 58.

Statement for July 31, 1855.

Value of merchandise in warehouse 1st July	$22,627,806 00
Amount of duties on the same	6,338,306 35
Value of merchandise received in warehouse during the month of July	3,874,556 00
Amount of duties on the same	1,081,040 36
Value of merchandise received in warehouse transported from other ports during the month of July	994,058 00
Amount of duties on the same	305,507 19
Value of dutiable merchandise entered for consumption from foreign ports during the month of July	16,708,199 00
Duty on the same	4,040,628 88
Value of free merchandise during the month of July	3,133,490 00
Value of merchandise entered for consumption from warehouse during the month of July	4,540,122 00
Duty on the same	1,378,860 33
Value of merchandise transported during the month of July	851,663 00
Duty on the same	249,033 48
Value of merchandise exported during the month of July	510,686 00
Duty on the same	116,722 97
Value of merchandise in warehouse 31st July	21,575,904 00
Duty on the same	6,878,447 79
Value of merchandise in transitu 31st July	475,122 00
Duty on the same	52,073 88

Statement for August, 1855.

Value of merchandise in warehouse 1st August	21,575,904 00
Duty on the same	6,878,447 79
Value of merchandise received in warehouse from foreign ports during the month	2,757,756 00
Duty on the same	849,719 74
Value of merchandise received in warehouse transported from other ports during the month	911,937 00
Duty on the same	277,596 58
Value of dutiable merchandise entered for consumption from foreign ports during August	17,771,148 00
Duty on the same	4,507,188 34
Value of free merchandise entered for consumption from foreign ports during the month	3,074,929 00
Value of merchandise entered for consumption from warehouse during the month	5,161,116 00
Duty on the same	1,546,249 60
Value of merchandise entered for transportation to other ports during the month	772,628 00
Duty on the same	266,025 70
Value of merchandise entered for exportation during the month	778,582 00
Duty on the same	195,908 28
Value of merchandise in warehouse at the close of August	18,281,252 00
Duty on the same	5,925,416 67
Value of merchandise in transitu 31st August	964,526 00
Duty on the same	58,513 94

No. 59.

Instructions relative to the preparation of accounts for suit.

TREASURY DEPARTMENT, *June* 9, 1854.

SIR: In every case where an account or claim in favor of the United States is stated for suit the same shall be accompanied with a brief of the facts and the law applicable to the case. The brief shall exhibit the origin and date of the claim or claims; also the character and date of the credits allowed, with a statement of the balance, with or without interest, as claimed by the United States; also the character and class of credits claimed and disallowed, with the reason and cause of disallowance.

This brief of facts and reference to the acts of Congress, and the regulations governing the accounting officers, shall be made by the Auditor or the Commissioner of the General Land Office, as the case may be, by whom the account was adjusted, and shall be examined by the Comptroller or the Commissioner of Customs by whom the adjustment was revised, who having added to it such views and remarks as he may deem right and proper, the brief will be transmitted to the Solicitor of the Treasury, together with the stated account or claim, and the solicitor shall examine the stated account or claim, together with the brief of facts, &c., and acquaint himself with the facts and law of each case; and for that purpose may examine the admitted and rejected vouchers of claims for credit allowed or disallowed, so as fully to understand the whole case, both as to fact and to law. He will bring to the notice of the Secretary of the Treasury all admitted or rejected claims for credits which he may deem improper or doubtful. The Solicitor will then cause a brief of the facts and the law applicable to each case to be made for the district attorney, so as to apprise him of the date and origin of each case sent to him for suit, and of all claims for credits which have been made and disallowed, with the reasons for the disallowance, and transmit the stated account or claim, together with the brief, to the district attorney, (retaining a copy of the brief in his office,) with instructions to press the suit to judgment, and the collection thereof: but in cases of magnitude and intricacy the Solicitor will lay the case with his brief before the Attorney General for his consideration, counsel and advice.

I am, very respectfully,

JAMES GUTHRIE,
Secretary of the Treasury.

F. B. STREETER, Esq.,
Solicitor of the Treasury.

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